


Ontario. Legislative Assembly

Standing Committee on Supply.
Debate



Digitized by the Internet Archive
in 2022 with funding from
University of Toronto

31

741h

S-31

S-57



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Community
and Social Services

Chairman: Mrs. M. Birch

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

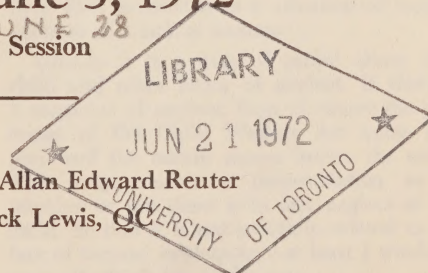
Monday, June 5, 1972

Evening Session


Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



18-2
17-2



UNIVERSITY OF TORONTO

CONTENTS

(Daily index of proceedings appears at back of this issue.)



OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Third Legislature

Monday, June 5, 1973

LIBRARY

JUN 5 1973

Special Libraries and Document Centre
of the University of Toronto

THE UNIVERSITY OF TORONTO
TORONTO
1973

LEGISLATIVE ASSEMBLY OF ONTARIO

MONDAY, JUNE 5, 1972

The committee resumed at 8 o'clock p.m.

ESTIMATES, MINISTRY OF
COMMUNITY AND SOCIAL SERVICES
(continued)

On vote 2102:

Madam Chairman: Mr. Martel, you have the floor.

Mr. E. W. Martel (Sudbury East): Mr. Minister and Madam Chairman, possibly on this other item, one area might come under the Children's Aid Society. I want to talk about the amounts payable to a foster mother as opposed to the real mother.

The point I want to make is that it seems to me that we pay somewhere in the neighbourhood of \$80 per child, or something like that, for a foster child with a foster mother; and it seems to me that we pay considerably less to the real mother, or the natural mother, to keep the child at home. I'm wondering if it wouldn't be in the best interest of the child, and somewhat cheaper, to keep the family together.

Again it depends. If we abide by the strict interpretation of what is here this isn't allowable, but it seems to me that in many instances it is much better for the children if they remain with the natural mother.

As I say, this is so if the figures I have are correct. I could be wrong and the amount paid per child to a foster mother isn't that high, but I think it is in that neighbourhood.

Mr. M. Borczak (Deputy Minister): Perhaps, Madam Chairman, I might comment on this point.

There is a foster mother's allowance under the Family Benefits Act and this provides that a payment of \$50 per month shall be paid for the first child, \$45 a month for the second child and \$35 a month for each additional foster child. That is provided for then under the Family Benefits Act and is paid in those situations where someone other than the natural mother is looking after the children.

In our experience, in most cases under the Family Benefits members in the family of that

child are usually taking care of the child or children. This is the general pattern.

Now under the Child Welfare Act many thousands of children are placed in foster homes by the Children's Aid Societies. Here the amounts vary quite considerably because the rates are actually determined by the Children's Aid Societies—and we have 50 such societies in the province. Each society works out its own arrangements with the foster parents as to the amounts they shall pay and these amounts do run to \$60, \$70, \$80; and perhaps even over \$80 per month in some cases.

Mr. Martel: That's the point that I guess I am trying to get at. Given some of the problems which might arise in the real home situation as a result of a lack of money, would it not be better and in the best interest of the child, or the children, to increase that particular mother's allowance rather than putting them in a foster home?

In your opinion, as someone who has been in this field for a long time, would that not be more advisable?

Mr. Borczak: The reason, of course, for taking children into care under the Child Welfare Act is that there is evidence of neglect of the child. I don't know whether I can speculate as to how many such children find themselves in a situation of neglect because of a lack of income.

Usually it is a case of actual abuse of a child and other forms of neglect. If there is a suspicion of neglect, then of course the processes of the Child Welfare Act come into play and the matter comes before the court. The judge makes a determination as to whether or not there is in fact neglect of the child. So that it is not precisely related to the fact of income inadequacy—at least I wouldn't generally think this is the case.

Mr. Martel: It might not be a general rule; but I have had a number of mothers say to me: "The incomes are inadequate and therefore I might as well turn the kids over to the Children's Aid Society because I simply can't hack it."

Now I don't know how widespread that might be, but on many occasions the mother-led family has made this comment to me. Certainly it is a tactic they use to try and get an increased amount of money, but I don't know how widespread it might be.

I have always taken the position that in most instances the children would be better off with the natural parents provided there was an adequate income if that were the basis for some of the unrest in the family life.

Again, I guess this would throw the whole schedule that we have talked about for the last two days out of whack, but nonetheless it might be in the best interests of some children anyway.

You see, the thing that bothers me, I guess, about the income distribution—and I think the hon. member for Scarborough Centre (Mr. Drea) said the other night if we start to break them down or make changes in the pre-audit budget, dependent on the area, that it could cause some chaos, and I accept that—yet the rigidity of the FBA can at the same time create other problems as well, because it is so rigid, with I don't think a sufficient degree of flexibility to offset some rather extenuating circumstances.

But I don't know what the answer is—where we draw the line anymore—really, as to whether you want a little more flexibility in your allowances. It seems to me there has got to be some flexibility.

I don't know how far we would go in it though, Mr. Minister. The rigidity of it, I think in some instances brings hardship.

I can mention those people in small communities in northern Ontario—again we don't want to get into a place or an area of allowing more for food in one area—yet for those people in small communities in northern Ontario as you are well aware, Mr. Minister, the small general store in northern Ontario can be an extremely expensive place to shop.

You know, I have worked out of places like Nakina and Hornepayne, and when there is an eight cents and nine cents difference on one can of milk it almost cries for some differential for food, because these people can't get to a supermarket to shop, where they could get food at a considerably lower cost. I don't know how far we go, or if we move; I guess it's a grey area. It seems to me the whole situation should be a little more flexible. How much we open it up, I don't know.

Hon. R. Brunelle (Minister of Community and Social Services): I agree there is quite a variance in prices, especially in remote areas. As you mentioned it is quite a grey area. Whether we cope with this through regulations, I think would be very difficult administratively.

Mr. J. E. Stokes (Thunder Bay): We could start with a commission of inquiry to make them justify these prices.

Mr. Martel: The last point I want to raise under this, Mr. Minister, is a situation of which I have had an example. When someone dies in one of your institutions for the care of mentally retarded persons that you are responsible for, you do pick up the funeral expense, I understand.

Now I know of an instance of a young man who died while he was home visiting his mother who is on a disability pension and so is the foster father. The welfare made the funeral arrangements for the family for the boy and your department wouldn't even pick up the percentage—let us say that portion which they would have paid for had he died in the institution.

This surprises me, because in this case the parents could not afford to pay, the step-father was on a disability pension, and very elderly. The brothers picked up the tab, but because they didn't go to the welfare agency first, which would have given him a pauper's funeral, your department and the Ministry of Health both refused to at least meet that portion of the funeral expense which you would have met had he not been visiting home at the time of his death. I find that strange.

I don't know what the usual cost might run at Smiths Falls or some place like that. It might be \$300. But certainly you should have met at least the same portion when he was home on a visit, because he was under your plans.

Hon. Mr. Brunelle: Was he under a plan, he was—

Mr. Martel: He was a resident of Smiths Falls and he was home visiting his parents. I have now been trying to get that portion picked up for this family because his brothers are now picking it up—the parents simply can't afford it—for the better part of a year. It seems to me you could at least meet the same percentage of what the actual costs were at home—as you would have had he died in the institution where you would have

buried him. It might be \$200; well the welfare department could have picked up that part, could they not?

Hon. Mr. Brunelle: You are aware if a person comes from an unorganized area and the parents can't pay the funeral expenses—

Mr. Martel: But he was in receipt of benefits from you people. He was under the custody of the Ministry of Health, I guess it was, because he was in Smiths Falls. He just happened to die from heart seizure when he was home on a visit.

Hon. Mr. Brunelle: Dr. Williams, would you care to comment?

Dr. C. J. Williams (Municipal Welfare Administration Branch): Well Madam Chairman, if he were in a Ministry of Health institution, and of course if he had died in the institution, that would have been picked up by the Ministry of Health. Now if he were at home and died at home, there are certain Acts, such as the Anatomy Act, which require that the municipality pay for his funeral, and of course we would pay our usual 50 per cent subsidy.

So I don't really understand why there should be any problem, except if the family have already paid for the funeral and buried the man, then they might have some trouble collecting from the municipality afterward since the municipality would probably argue that it really wasn't an indigent funeral if his family could afford to pay for it. I suspect that is probably what happened in this case.

Mr. Martel: Well what happened here was that he died and they didn't know they had to go to the welfare officer. The father was going to an old folks' home; he was confined. So the brothers made the funeral arrangements and they didn't go to the welfare officer beforehand, his concern of course being that it was too elaborate a funeral and therefore people would take advantage of it and run up a tremendously high cost.

I accept that they might do that, but it just seems to me that the department—and he was under its custody except for the visit home—should have picked up the same cost as in Smiths Falls, where the funeral costs, say, \$200; in my opinion the department could have picked up the \$200, because the parents couldn't pay for it. It was the brothers who got together and paid for most of it.

At the time they came to me, I wrote to Mr. Divinac and a number of other people,

but I couldn't make any headway. And the municipal welfare officer said: "Ah, but they had to come to me first." Of course, you know, when someone dies, you don't think of going to the welfare administrator first and then making your funeral arrangements; you usually make the funeral arrangements.

My only argument is that at least you should meet the same portion that you would have met had he died in Smiths Falls.

Dr. Williams: I might add to that, Madam Chairman, that the department doesn't have any restrictions in that regard. If the municipality will pay the cost, we will pay our 50 per cent subsidy.

Mr. Martel: But again, I make the same criticism my friend from Nipissing makes: You shouldn't put it in your brochures. You shouldn't put it in the brochures if you aren't going to honour it.

Hon. Mr. Brunelle: But it is written—I don't know which one you are referring to—

Mr. Martel: Oh, I believe you can find it.

Hon. Mr. Brunelle: —but in the Family Benefits Act it is written, "at the discretion of the municipal—"

Mr. Martel: Yes, there are so many things that are at the discretion, Mr. Minister, that never get delivered.

Madam Chairman: Is item 1 carried?

Mr. R. S. Smith (Nipissing): You don't pay 50 per cent because actually the federal government is sharing it.

Mr. S. B. Handleman (Carleton): They get all their money from us.

Madam Chairman: Carried?

Mr. R. S. Smith: No, I have one question, Madam Chairman. Has the federal government given notice to the province that they will increase the benefits under the Canada Pension Plan in 1973, particularly survivor benefits both for the widow or the widower and the children concerned?

Hon. Mr. Brunelle: I don't know—are we aware of any increase under the Canada Assistance Plan—

Mr. R. S. Smith: The Canada Pension Plan.

Hon. Mr. Brunelle: The Canada Pension Plan.

Mr. Borczak: There was an indication given, as I recall, in the federal government's white paper on social security—

Mr. R. S. Smith: Right!

Mr. Borczak: —that this was one of the areas in which the federal government wished to proceed with the provinces. There have been discussions between Canada and Ontario and with other provinces in this area. These have not yet, as I recall, led to a definite decision.

So I am not aware of any specific date on which those changes might be made, whatever changes were contemplated, such as increasing the earnings levels to which contributions will apply and so on. I am not aware of any date yet on which these changes might come into effect.

Mr. R. S. Smith: Well, I am sure this would be a major factor in the provision of funds under this vote in so far as many people are dependent on both programmes. They apply for benefits under CPP and they receive those benefits; then above that you supplement their income up to your standard or your maximum, or whatever they qualify for.

As I understood the white paper of the federal government, two years ago now, they would be giving notice to the provinces and discussions would ensue between the provinces and the federal government on the adjustments, both to the contributions and to the benefits that would be applicable under that programme.

I would feel that it would be a major amount of money that would be reduced from the amounts that you would have to provide if the Canada Pension Plan benefits were increased to the extent which they indicated in the white paper. In some cases they were to be doubled, as I understand it. It would almost wipe out the provincial responsibility in regard to a good number of widows and their families.

I just wanted to know if discussions had followed on the proposals that were made in the white paper and to what extent you people felt this would affect your budget in 1973. Because it has been indicated to me by some of the government members that sit over here—

Mr. F. Drea (Scarborough Centre): A fond dream; that is a fond dream!

Mr. R. S. Smith: What's that?

Mr. Martel: Are you talking about the long green?

Mr. J. P. Spence (Kent): Not green, "dream."

Mr. A. Carruthers (Durham): Oh "dream"; yes!

Mr. R. S. Smith: Well it has been indicated to me by some of those people who sit on my left and your right that we keep suggesting over here that changes should be made but we don't suggest where the money should come from. I would think this is one area, if there are to be major increases in the benefits under the Canada Pension Plan that it would provide funds that could be made applicable both to those programmes that are now non-mandatory on the municipalities, where we should at least provide our share, and to the other programmes; the family benefits particularly where we should have an overall increase right across the board.

It is a valid criticism of the opposition that we always say we should do this, we should do that, but we don't provide any alternatives as to where the money should be found. I should think that if the Canada Pension Plan moves ahead with the proposals that John Munro made in his white paper of 1970—or 1971, I forget the year—there would be a substantial amount of **money** that would not be required under present programmes that could be applicable to the other area.

Along that same vein, in regard to the provision of funds, the Canada Assistance Plan makes it quite explicit that funds are available on a 50-50 basis for the training of young people who are held in our institutions. And, of course, juvenile delinquency and what-not come under another department, the Department of Correctional Services.

Of course, up to this time Ontario has not qualified for that amount of money from the federal government, and we are spending somewhere in the area of \$20 million in this programme under Correctional Services, for which we are not receiving our 50 per cent back from the federal government. And if this was under your department, we would be receiving some \$10 million.

The minister has continually pointed out that it is a question of priorities in so far as increasing family benefits and general welfare assistance or the other programmes we've discussed right along. I would suggest

to you, Mr. Minister, that perhaps we should move that programme under your department, pick up the \$10 million and apply it to the family benefit programme. I think this is partly an answer to some of those people on that side who have expressed to me—I don't question their right to express it either—that the opposition continually says go, but "Where do you get the money?"

There's \$10 million of federal money that we're not getting because of the administrative setup within this government. I would think that this might have been one of the areas that the people who are planning our new administrative setup might have looked at more closely. It is \$10 million that many other provinces are taking advantage of and we're not. I would ask the minister what steps are being taken to obtain that \$10 million in federal money and apply it to the programmes where it's so much needed right now.

Hon. Mr. Brunelle: It's a very good suggestion, Mr. Smith. One programme that comes to my mind, which was transferred, is the Canadian National Institute for the Blind whereby we get, I believe, 75 per cent under the Canada Assistance Plan. It was under the former Blind Persons Act and it was transferred to our ministry. We will look into this one under Correctional Services.

Mr. R. S. Smith: Under Correctional Services this year, there is \$20,447,000 allocated for the rehabilitation of juveniles. If it was under this department it would qualify for a 50 per cent grant, which is well over \$10 million, which would look after a 10 per cent increase to all those under the vote we're now discussing.

Hon. Mr. Brunelle: We're all for getting more from the federal government, when this province, in figures, has more than 40 per cent.

Mr. R. S. Smith: It's been going on for some years. You're all for getting it but you're not moving to get it; and that's the question. Then you come to us and say that we can't afford that because of our priorities. All you have to do is reallocate your administration and you get the money to provide the priorities. It's pretty hard to understand how a province such as ours, with all the administrative ability we're supposed to have, can allow \$10 million to go down the drain. I find that hard to accept.

Mr. M. Hamilton (Renfrew North): You checked on this?

Mr. R. S. Smith: Pardon?

Mr. Hamilton: You checked on this, I suppose?

Mr. R. S. Smith: Right. Mr. Apps, Minister of Correctional Services, admits as well that this money is available—

Interjections by hon. members.

Mr. R. S. Smith: I asked him in his estimates and he said it was.

Hon. Mr. Brunelle: Madam Chairman, this—

Interjections by hon. members.

Mr. Stokes: John Munro is just waiting to sign the cheque.

Mr. Handleman: Why don't they just pay it to us?

Mr. Martel: Well, you guys are going to find an excuse somehow.

Mr. Carruthers: Why don't they give it to us?

Mr. Martel: Don't worry about them.

Mr. Drea: Why don't they pay it to us? We are the only province with a Ministry of Correctional Services. Why don't they just pay it to us?

Mr. Martel: Don't worry about them.

Mr. R. S. Smith: I'm not questioning whether they should or they shouldn't. I'm questioning what the Canada Assistance Plan says. It's only an administrative responsibility for your minister and your government to make the decision to bring it under this department and get the \$10 million. We've got to deal with—

Mr. Drea: But surely it is just as easy an administrative decision for National Health and Welfare to make as it is for Correctional Services.

Mr. R. S. Smith: We have to deal with things as they are here.

Mr. J. P. Spence: That's right!

Mr. R. S. Smith: And if you want a federal change, you run federal; you know, get action going down in Ottawa.

Mr. Carruthers: I'd like to hear the minister's views on this.

Mr. R. S. Smith: Let's deal with things as they are here.

Interjection by an hon. member.

Mr. R. S. Smith: The whole thing is that the \$10 million is available and this government hasn't made the administrative changes to pick it up.

Hon. Mr. Brunelle: At the same time, Mr. Smith, I think Mr. Drea has made a very good, constructive comment, I mean, you're expecting us to make all the administrative changes. Why shouldn't they—

Mr. R. S. Smith: The \$10 million is coming to you, not to them.

Hon. Mr. Brunelle: Pardon?

Mr. Stokes: It's to your advantage to do it.

Mr. D. A. Paterson (Essex South): Send Mr. Smith with you to get it.

Hon. Mr. Brunelle: Mr. Borcak has—

Mr. Drea: Maybe both Mr. Smith and I should go to Ottawa and we'll come up with the money.

Interjections by hon. members.

Mr. Stokes: I doubt very much if the federal authorities will come up with the money. Tell me, is there any conceivable way in which we might get you more money? I think the initiative is yours.

An hon. member: Maybe we can get Dick to talk to his colleague.

Mr. R. S. Smith: I'm not going to be argumentative about this. The money is there and—

Mr. Carruthers: You've got more confidence in them than we have.

Mr. R. S. Smith: No, I don't—

Mr. J. P. Spence: Stanfield promises!

Madam Chairman: Gentlemen—

Mr. R. S. Smith: If we don't get it through quickly the government might change its mind on it.

Mr. Stokes: The government itself could very well change!

Mr. Martel: Is it not the same thing that under the Canada Assistance Plan, with working people, you could pick up a 50 per cent share providing you went into some of

these work projects? Apparently Alberta is the only province that makes use of it.

Hon. Mr. Brunelle: Yes.

Mr. Borcak: Madam Chairman, on this point under discussion, the position that this government has taken is that at the present time, under the Canada Assistance Plan, the federal government does, in fact, provide funding. A 50 per cent subsidy is paid on a programme which is administered by another department, by the Department of Health.

That is the programme that is administered under the Homes for Special Care Act. This is the legislation under which persons who are discharged from Ontario Hospitals may be placed in private homes, residential homes; or they may be placed in nursing homes. Under this programme, our department needs—tests such persons once they move out of the institution and a significant federal contribution is made under the Canada Assistance Plan in respect of that programme.

This government put forward the proposition to the federal government that in respect of the training schools programme that is operated by the Ministry of Correctional Services, the same principle should hold—that it doesn't matter where within the administrative structure of the government the programme is administered. The fact of entitlement or subsidy under the Canada Assistance Plan should be determined on the basis of the merits, on whether or not the programme meets the requirements, the criteria of the Canada Assistance Plan.

To date, the federal government has not accepted that position. The federal government has insisted and has set out that one of the criteria for cost-sharing in that area would be that the programme transfer to this ministry. There were other conditions set out also by Mr. Munro but this government has continued to take the position—and I believe the Premier (Mr. Davis) has made the point on more than one occasion—that on principle it should be decided whether the programme is sharable under the Canada Assistance Plan on the basis of the elements contained within that programme and not its location within the government ministries.

Mr. R. S. Smith: I understand that discussion has taken place and the Ontario government has taken that position. On the other hand, when that amount of money is involved, I am sure the question of whether we protect the administration that has been set up under a ministry is less important

than the fact that \$10 million could be coming to Ontario and could be provided not only to that programme but to other programmes.

It would change the whole question of where you spend your money because there would be that much more money available. I, for one, think that with the reorganization of government the whole system of correctional services should have been changed and that much of this responsibility should have come under this department and a lot of the other responsibility within that department should have moved to education. What was left could have been administered very easily as a section of some other department.

I find that Correctional Services, as a department, is almost an anachronism in this day and age. A move should have been made to change the administration of that responsibility throughout a number of jurisdictions. I'm sure the rehabilitation of juveniles could have been looked after as well within this department as it could have within some other department.

With the reorganization of government that's taken place in the last few months, I believe that firstly the maintenance of a Ministry of Correctional Services is almost an anachronism and the responsibilities should have been changed anyway. Perhaps the insistence of the federal government that rehabilitation of juveniles come out of that department is, in effect, proper. If that had been done under the readjustment of administration, these programmes would have fallen within proper departments and the money would have been available.

Madam Chairman: Thank you, Mr. Smith. Is item 1 carried?

Carried. Is item 2 carried?

Mr. Martel: Madam Chairman, we're trying to race through here!

Madam Chairman: Mr. Martel.

Mr. Martel: Madam Chairman, in the 1970-1971 report the department indicates 622 cases in which families were assisted. That is in this 1970 report. I haven't seen the report for 1971. That will come after the estimates, of course. It is very helpful to get them after the estimates.

But 622 cases; and the report is glowing, in fact, there are two full pages, with material on both sides, of all the planning you are doing and the great service you are doing. Yet I would suspect there probably aren't more than three offices in the prov-

ince, if there are that many. I'll ask you how many you have of these centres to help with family problems, which you outline in great detail on pages 26 and 27? Where are the offices located for this programme?

Hon. Mr. Brunelle: Family services?

Mr. Martel: Family services, yes!

Hon. Mr. Brunelle: There are two aspects to it. There are the credit counselling agencies and the family service counselling facilities mainly for one-parent families.

Mr. Martel: Where are the people located? In what cities, to be specific, do you have people? I would like a breakdown of where you have these services available.

Hon. Mr. Brunelle: We have these in Ottawa, Toronto, Hamilton, London, Windsor, Thunder Bay, Hearst, Owen Sound, Kirkland Lake and Kitchener; and in the summer complement Hamilton, North Bay and Ottawa.

Mr. Martel: How many people are involved?

Hon. Mr. Brunelle: Thirty-six altogether.

Mr. Martel: Thirty-six people. It is little wonder, then, that all you looked after were 622 families with problems in 1970-1971. I would suspect that doesn't even scratch the surface of those families which need counselling of a variety of sorts. It bothers me that you would devote two full pages to a programme that is really almost non-existent.

You look at the areas you've named, and of 930 municipalities in the province you've named a half a dozen. What do the rest do that need this type of service?

Hon. Mr. Brunelle: Our social workers, as you know, are very helpful. They do a lot of this work.

Mr. Martel: I would suspect that your social workers—and no disrespect since I know many of them personally and they are fine people—don't have time for this type of service. They are so busy running around just making applications and making sure that the monetary end is handled they can do very little with respect to counselling. I don't want to degrade them one iota, Mr. Minister.

Hon. Mr. Brunelle: There is a definite need for more counsellors. As you have in-

icated they do provide a very worthwhile service.

Mr. Martel: I think it is the ultimate; the way we are going to save a pile of money is by providing counselling.

I could break it down even further. How many people do you have allocated to marriage counselling in the province? Is it that 36, or are some of those specialized for credit counselling and some for marriage counselling?

Hon. Mr. Brunelle: I believe, and I can be corrected, they don't specialize just in the one field; they look after—

Mr. Martel: Either one?

Hon. Mr. Brunelle: —related areas.

Mr. Martel: Has any effort been made to bring people from the universities and the community colleges which exist across the province who, through the leadership of, let's say your regional administrators, would do some of this on a voluntary basis? There is a lot of talent in the universities and the community colleges which could be put to good use. I am sure many of them, if we had areas designated where they could work, would probably handle four or five cases each just out of sheer generosity. I wonder if that has ever been explored, the idea of, let's say, having Mr. Belanger in Sudbury meet with the professors from Laurentian and the masters at Cambrian College, and so on, who are very knowledgeable in this field and of bringing together a nucleus of experts who might pick up four or five cases just out of sheer interest in the community.

Hon. Mr. Brunelle: At the present time, I believe there are many communities that avail themselves of voluntary services.

Mr. Martel: Yes, but I'm sure that what we have again is a lot of unco-ordinated efforts.

Hon. Mr. Brunelle: This probably goes back to the first night in our estimates, when there was considerable discussion on the advisability of having community delivery of social services.

Mr. Martel: Right! This is the answer, ultimately. For example, when I look in the 1970-1971 estimates, I'm disturbed by the fact there are only 622 cases handled. Yet you had \$419,000 in the budget and spent only \$351,000. As short as we are and as much as a solution is needed, we didn't

even spend the money which had been approved for this type of service, which is so badly lacking. We fell short by some \$57,000. That is a tenth of the budget, or even more, about an eighth of the budget. We could have handled roughly another one-eighth of 622, probably another 90 cases, had we spent even the money provided.

Hon. Mr. Brunelle: I have Mr. Jack Spence, the director of our family services branch. Would you care to comment, Mr. Spence?

Mr. J. W. Spence (Director, Family Services Branch): The principal reason we had a surplus there was that our recruitment of staff was not actually completed until Oct. 1, 1971, which gave us about five months in salaries for unfilled complement that we carried over.

Mr. R. S. Smith: You should be congratulated for not trying to spend it in the last month.

Mr. Martel: It is probably part of the overall problem we discussed the other night.

I don't know if you have these figures. You spent \$191,000 by hiring credit counselling agencies to do some work. Have you any breakdown—I indicated I was going to ask this so it shouldn't come as a surprise—how many people were counselled for \$191,000? How many people received counselling for \$191,000?

Hon. Mr. Brunelle: This is credit counselling you are referring to?

Mr. Martel: Right! Your expenditure on page 275 of \$191,000.

Hon. Mr. Brunelle: I will ask Mr. Spence again. But these are grants to agencies.

Mr. Martel: Right, grants to agencies for credit counselling.

Hon. Mr. Brunelle: Yes.

Mr. Martel: These are outright grants and not the amount you paid for people to counsel a number of recipients?

Hon. Mr. Brunelle: These are grants to credit counselling agencies.

Mr. Martel: Just grants! They are not for services rendered, in the sense of their assisting in X number of cases?

Mr. Borczak: If I may comment on that—

Hon. Mr. Brunelle: Yes.

Mr. Borczak: These are payments or grants which are made to the credit counselling agencies. The payment is designed to meet 60 per cent of the operating budget of these credit counselling agencies. The balance of the cost of the operation, then, is raised by the agencies from the community. So the grant is made not so much on the basis of a relationship to individual services rendered, but rather for the ongoing operation of that agency.

Hon. Mr. Brunelle: For instance, the number of clients who were counselled was 2,180.

Mr. Martel: There were 2,180?

Hon. Mr. Brunelle: Yes.

Mr. R. S. Smith: Last year's grants were \$80,000, and this year you have increased that to \$191,000. Is that right?

Hon. Mr. Brunelle: That's right.

Mr. R. S. Smith: So the programme is being stepped up considerably.

Hon. Mr. Brunelle: That is right.

Mr. R. S. Smith: From that you will render more services to the people on your lists.

Mr. Carruthers: Is there any information as to the effectiveness of the programme?

Hon. Mr. Brunelle: It is a very effective programme. At the present time there is a great demand to increase it. For instance, most of these agencies are in southern Ontario. **Mr. Spence:** Are there any of these credit agencies established in the northern part of the province?

Mr. J. W. Spence: In Sault Ste. Marie and Thunder Bay.

Hon. Mr. Brunelle: There is a demand, of course, for more.

Mr. Martel: I wouldn't say the rest of the area of northern Ontario has no problems.

Mr. R. S. Smith: No credit.

Mr. Martel: Sudbury runs shy all the time of programmes.

Hon. Mr. Brunelle: It's a very worthwhile programme. This was transferred from the Department of Financial and Commercial Affairs only in the last year, I believe.

Mr. J. W. Spence: Yes, on April 1, 1971, the programme was transferred to us.

Mr. Martel: When can we expect this type of service to be implemented in the Sudbury, Nipissing, Timmins, and the north Cochrane area?

Mr. Drea: Surely there has to be some local initiative. I speak on this from a bias, as you know. I was one of the founding directors of the one in Toronto.

Mr. Stokes: As a true blue "Hogtownner."

Mr. Drea: There were an awful lot of true blue people involved in that, and a fair number from your party too, so let's not be that cynical about it.

But at that time, Mr. Minister, it did take a fair amount of local initiative. I think that a goodly amount of credit not only has to go to a great many public spirited people, but also many of them came from the very institutions that grant credit, finance companies, banks and those who see the after-effects of credit, such as collection agencies, credit reporting agencies and so forth.

In the Toronto area—certainly I suppose in terms of figures, because of the population and because people who have tendencies to get into this problem often go to a bigger city in hopes of getting more money or for a number of reasons—probably the figures here are much higher than they are elsewhere in the province. But certainly out of the Toronto group, which was the first one in Canada, it certainly spread across southern Ontario; and I for one am very pleased to see it now in at least two places in the north.

While I agree that in the more remote areas—I shouldn't say remote, but those that don't have a single commercial centre, such as the member for Thunder Bay's particular riding—it is infinitely more difficult there, certainly I think the experience of the Toronto group is carried across a great many centres in this province.

We don't have the money that we think we should have, but on the other hand if it wasn't for the province—and at that time the Attorney General's department—and the interest of this government in credit counselling, quite frankly, the one in Toronto and the ones in southern Ontario would never have been started, despite the local initiative.

Mr. Martel: I only make the point, though, that no matter what field we look in in this particular department with respect to any type of counselling in northern Ontario, there is a tremendous paucity of expertise in the department in every field of counselling.

We're lucky, we have a rehabilitation officer now in Sudbury; we have made a real breakthrough!

The minister, I am sure, is aware that the government as a whole has always looked to the boondocks last; except when it came time to collect taxes from the natural resources of northern Ontario, they have always got their paws in there. It would be nice if they would put some back in services. Mr. Minister, I am sure you, coming from the north, appreciate greatly that services are lacking. You know it and I know it—and there is no sense in kidding ourselves.

Hon. Mr. Brunelle: They could be expanded.

Mr. Martel: As I read the reports, I look through every report to see where offices and where counsellors are in every field, and I always see such notable places as London having a great grab at the bag. I don't know why London is chosen; it must have a great place in the hearts of the Tories.

Mr. Stokes: That is changing; it is now Brampton.

Mr. Martel: My colleague at the present time is up in the House speaking on schools for the deaf, but you notice there is one in Belleville and the new one is going where? London! Imagine, of all places! And you have a showpiece for the mentally retarded, and where is it put? London!

Well, people in the other parts, particularly northern Ontario, have problems too; and they always seem to have the last kick at the can. I put the point to the minister again: When can we expect credit counselling and so on in northern Ontario in more than two regions?

Hon. Mr. Brunelle: Don't forget south-eastern Ontario.

Mr. Martel: And southeastern Ontario! I certainly don't want to offend my friend from Renfrew North I guess it is.

Mr. Hamilton: New bridges and things like that!

Mr. Martel: You have difficulty even getting bridges, eh?

Madam Chairman: Those are other estimates.

Mr. Martel: I make the point, Mr. Minister, that we need these services too. There are not as many people, but nonetheless there is—

Hon. Mr. Brunelle: Well, we agree there is a need to expand these types of counselling services throughout the whole province.

Mr. Martel: Well, when you add on, Mr. Minister, let's start with northern Ontario, and let the south beg for a while.

Mr. J. P. Spence: We can't beg too much longer.

Mr. Martel: Well, he is the minister in charge now, and coming from the north he might just give us a share of the largess.

Madam Chairman: Mr. Spence?

Mr. Stokes: Rearrange the priorities just a bit!

Mr. Drea: If Mr. Martel is interested in a credit counselling service in Sudbury, I would be very glad to arrange that he could have meetings with George Penfold or some of the people who have been in the Toronto one. Ken Lund might be a little more ideologically palatable.

Mr. Martel: I will take you up on that.

Mr. Drea: I will be very glad to arrange that with him, Mr. Minister, because I think it might be very helpful to him.

Madam Chairman: Mr. Spence has been waiting for some time.

Mr. J. P. Spence: Madam Chairman, this is perhaps a subject I shouldn't touch on, but with so many males in the room I think I should.

I am very concerned about those husbands who desert their wives in the Province of Ontario. Actually, it is disappointing that there isn't more done to make them support their wives and families. I wonder what has been done or what the minister is doing. It seems to me they desert their wives and families and then it falls on the taxpayers of the Province of Ontario.

Mr. Paterson: They shouldn't have gotten married in the first place.

Mr. J. P. Spence: Nevertheless, it concerns me. I know it is a very difficult problem, but I do think that they should support their wives and families if they do desert them. I wonder, Mr. Minister, how many cases there are of husbands who have deserted their wives across the Province of Ontario and the wives are on mother's allowance?

Hon. Mr. Brunelle: That is a very good question, Mr. Spence. There is a large number—

Mr. J. P. Spence: I am surprised, I am disappointed! They have been telling me around this Legislature they are great men, but I just want to find out.

Hon. Mr. Brunelle: I believe normally there is a period of three months before—

Mr. J. P. Spence: Do they go on welfare for three months, Mr. Minister?

Hon. Mr. Brunelle: I believe there is a three-month period, and they have to lay a charge against the husband—that is when he is available, of course. It is a very difficult area. There are a lot of women who are reluctant to lay charges against their husbands.

Mr. J. P. Spence: I am quite disappointed that perhaps the courts don't do more to support the families. It seems to me that so many get away without any obligation whatsoever, and it is most disappointing, even if I am one of the male sex, that the Department of Social and Family Services does not bring them before the court. They have an obligation to their families and to their wives. It is most disappointing.

Mr. Minister, I wonder how many husbands have not given support to their wives and families or how many cases are before your department of husbands who haven't been supporting their wives and families.

Hon. Mr. Brunelle: Well, I will ask Mr. Borczak to comment. This is one of the really difficult problems before this ministry, and the problem is increasing; it is getting to be a larger and larger number. Mr. Borczak has some figures and also will make some comments.

Mr. Borczak: Madam Chairman, this is one area under the Family Benefits Act which gives us a great deal of concern. There seems to be a continuing increase in the number of desertions, at quite a significant pace.

For instance, at the end of March, 1968, we had 4,323 mothers on the allowance because of desertion. At March 31, 1972, we have 13,933. There has been a steady increase during that span of time. It is certainly an indication that there is a good deal of upheaval going on in our society when you see this tremendous increase in desertions. In many cases of course there is a real fact of desertion—the husband is not able to be

traced. We do what we can to try to trace the husband and to try to bring him before the courts to see that—

Mr. Stokes: How can you possibly lose that many people?

Mr. Borczak: These are not all lost. I am indicating that some persons are lost.

In fact there are others where charges have been laid. There are cases where there are desertions, where charges have been laid, and the courts have actually awarded support payment to be made by the deserting father to the wife and children.

We find that in many of these cases the man may very well have started a second family. He is living frequently in common-law union and has children by his common-law spouse. This poses a very serious problem. We find that the courts are not able to deal with this kind of a situation adequately. We have seen many cases where the judge has decided that in that circumstance, and perhaps because of the low wages of the man himself, no payment would be awarded for the support of the natural children. This is one kind of situation we come across quite frequently.

In other cases we have situations where the award has been made and a court order has then been made against the deserting father. In that case we continue the family benefits allowance at the regular rate to which the mother and children are entitled, and we have, by arrangement with the courts, a plan whereby any payments that are paid by the father are paid over to the department, and in that fashion we permit a constant level of financial assistance to be made available to the mother and children.

Mr. Martel: That's a good point. May I question you about that?

When the father has volunteered to pay more than what the mother would get under mother's allowance, and he fails to make those payments, why is it the mother cannot get an allowance and have it paid through the courts this way, by the husband paying the courts; although he fails to? I'm not sure if you follow me. I've had a case where the father promised to pay \$100 a week—\$400 a month—which was about \$113 more, or something like that, than the mother would have received under mother's allowance. Because the father had promised to pay more, but he wasn't paying any, the mother couldn't get family benefits. Why?

Mr. Borczak: I would like to see that case, because ordinarily that should not happen. The regulations are such that we make a payment of the mother's allowance only on the fact of whether or not she is receiving any income from the husband. If she is not, if he reneges on the court order, that does not interfere with her allowance, so that whatever he is obliged to pay, if he in fact is not making a payment, the family benefits allowance continues.

Mr. Martel: It's a case that was before the review committee because in fact it was denied.

Mr. Borczak: I am not familiar with that one.

Mr. Martel: Well there is probably a wrong interpretation by—

Mr. Borczak: There may be some unusual circumstances that I can't think of in this case.

Mr. J. P. Spence: Mr. Borczak, with respect to you, how many desertions were there in 1971? And—with due respect and not being critical of you—how many husbands who deserted their wives were brought to court by you and the court forced them to contribute to the existence of a wife and family?

Mr. Borczak: I haven't those figures available. Perhaps we can bring them to the committee, Madam Chairman. I don't know offhand how many persons actually had court orders against them during the last year.

Mr. J. P. Spence: But it is a concern to the public that these husbands who desert their wives are not contributing to the existence of the wife and family in the Province of Ontario. It is very disturbing to a number of taxpayers across the province when the husband deserts his wife and does not contribute to the existence of the wife and family. We, the taxpayers of the Province of Ontario, are keeping his wife and family, and maybe he is on welfare. This is most disturbing to the taxpayers of the Province of Ontario.

Madam Chairman: Mr. Carruthers.

Mr. Martel: If there is a 40 per cent increase, as you have indicated, in a four-year period, has any serious study been undertaken to determine—I guess there are all

kinds of reasons; has any serious study been made to try and determine what is leading to such a tremendous increase in such a short time?

Mr. Borczak: The minister made reference last Thursday to a study which is being carried out on 500 cases of allowances paid to mothers, and this is one of the questions that is included in that study. As was indicated, the data is completed now, it is being analysed and we expect to have that report published in perhaps September of this coming year. At the moment we just don't have enough information on this.

Mr. Martel: Could you undertake, Mr. Minister, while we are talking about studies, to submit copies of the various studies you have going to the members? It makes interesting reading and allows us to take potshots. We strengthen your hand when you go before cabinet, say.

Hon. Mr. Brunelle: We would be pleased to make available a list of the various studies.

Madam Chairman: Mr. Carruthers.

Mr. Carruthers: I have two or three questions. I think no doubt that the very sharp increase is due also to—and I maybe shouldn't say this—the accessibility of social and family benefits. They are readily accessible to people and they take advantage of them.

Mr. Martel: Read my speech from last week!

Mr. Carruthers: I knew you'd say that.

Mr. Martel: The whole thing is documented. Read the Swadron report before you commence making a ridiculous speech.

Mr. Carruthers: You had your chance, now let me have my chance.

Mr. Martel: Well, read the reports. You'll find two per cent on it who are not entitled.

Mr. Carruthers: I'm just saying that is a possibility. I don't think there is much you can do about it. But I'm wondering, does this apply to desertions in common-law marriages or common-law arrangements, can the male be brought into court?

Mr. Borczak: There are numbers of these cases—

Mr. Carruthers: These are on the increase too.

Mr. Borczak: This is the situation, and there are many of these men who actually have formed a common-law union and are raising children by the common-law union; and this makes any solution to the problem that much more difficult.

Mr. Carruthers: That's right, and as you pointed out there are many cases where the man may have two or three families. This is becoming very common too.

Madam Chairman: Mr. Drea.

Mr. Drea: Madam Chairman, I think Mr. Martel may have misunderstood what Mr. Carruthers was getting at, because I think that inevitably among a certain percentage of the population the fact that a man knows that his wife will get social assistance, certainly I would think has over the years had a bearing on his ability to take off. It is one thing to take off and leave your children with nothing; it is another thing to take off because of marital discord and know that they will be looked after; perhaps not the way a millionaire would like his children looked after, but they will be looked after.

I think it is a valid part of the syndrome in society. What concerns me, Mr. Minister, is that I think it is patently unfair to go after your department in this manner. I must say that I agree with Mr. J. P. Spence wholeheartedly. For the life of me I cannot see why if somebody wants to be a playboy and he wants to have a number of wives, he wants to have a number of children, as far as I am concerned I think that that is his business. I don't really see how we can justifiably ask the rest of the population to support his endeavours.

If he wants to operate like a Rockefeller or some other families—they have been doing it for a long time—there is no social stigma any more, but it is a rich man's game; or it is a moonlighter's game. You have to have a couple of jobs if you are going to have a couple of families and a number of ladies. It is an economic difficulty. Things don't come easy in this world.

What I want to ask you, Mr. Minister—I think that is a simple straightforward approach to the whole thing. If you want to have a number of women and you want to have a number of addresses and a number of children, then get yourself either a good job or be prepared to work at either three or four, because it is going to, and it should, cost you a dollar. Some people like to fish; some people like to buy cars; other people like women.

Mr. Martel: In fact, some of them like it better than eating, and they eat three times a day.

Mr. Drea: That's quite true.

Mr. Minister, what I would like to come down to is, are you aware of the position taken by the social services committee of Metropolitan Toronto by Mr. Godfrey, Controller Godfrey of North York, who is the chairman of that committee? Have you had any knowledge of that? It is fairly recent and you may have been locked up in these estimates while that particular proposition was being put forward. It is not just on family benefits; I think that Mr. Borczak startled everybody with the rapid increase but that is only family benefits and doesn't take into account general welfare assistance. I think when you get down to general welfare assistance the figures are even more startling.

In any event, the position in Metropolitan Toronto is that they too feel that the taxpayers have had just about enough of this kind of thing. We are talking about the deserting spouse. They are advocating some rather ruthless, cold-blooded steps by the province, not the least of which is the province passing enabling legislation so that their pay can be garnisheed; that they not only be found, but their pay be garnisheed.

Mr. R. S. Smith: They can be now.

Mr. Drea: They cannot be what?

Mr. R. S. Smith: It can be now, under a court order.

Mr. Drea: Yes, I know; but Metropolitan Toronto was advocating going much further and suggesting that this be a somewhat automatic step rather than going through the court. I am going to come to the court thing in a moment.

I take it you haven't had any opportunity to look at that? I would commend that position of Metropolitan Toronto to a study by your department.

I have a good deal of respect for the putative father's section, and I hope it is still operating, because they do track down a number of people. That is really only skimming the surface and I know the real problem is how to find a gentleman who disappears. The obvious way, income tax, is blocked, but I think there are ways in which we could open up the laws, particularly now that everyone has a social insurance number. We are now at that stage in our society

where tracking down should be somewhat more simple. I would commend that particular study to you.

What I was saying in the beginning is that it is patently unfair to blame your department or ask you to share the load on this because the fundamental failure in this whole regard is the family court's. The family court, while it does an admirable job, has virtually no facility whatsoever to do it. I don't care whether you are talking about the locale of Jarvis St. in Toronto or the county courts or, in many cases now, the provincial court judge in the smaller areas who has to double as the family court man.

They have no facilities whatsoever. Sure, they have the facilities for the hearing; they have some social worker facilities, depending upon the area; but when it comes down to the collection of the funds they have no real facilities to do that. They barely have enough clerks to keep track of the money if it comes in. I think the other members who are familiar with their own family courts, who have asked questions, agree that they barely have enough administrative personnel just to keep track; just to mark down in a book that he has paid for June, let alone the tracking down.

On the other hand, Mr. Minister, as the ladies like to say, you shouldn't have a low wage mentality. If you get into difficulties with your husband you should never go near the family court. You should go to the high court. You have the opportunity to go to the high court if you choose to do so; you don't necessarily have to go to the family court. If you go to the high court and you get an order and he defaults by just a penny, all you have to do is whistle and the full might and majesty of the administration of justice in this province is down on him. Nobody fools around with an order of the Supreme Court of Ontario.

Also, on the other hand, at the family court level it is really ludicrous. They assess money; they say that the man has to pay so many dollars a week and it is a very low sum, I think at the moment the general rule of thumb is \$10 per week per child. Right off the bat the court is absolving that person of much of his obligation, because there is no way that \$10 in an already split household is going to do the job. Even at that \$10, eventually everything appears to be on the side of the man who departs because the ultimate penalty is to send him to jail. The husband says, "Send me to jail, I make no money."

It goes on and on and on. They show cause, after show cause, after show cause. In the interim the province picks up the bills; or the municipality—I know there is federal sharing in it. The taxpayer who survives all the vicissitudes of marriage, and there are many, the one who survives all the difficulties and I think everybody in this room knows them—the person who takes the easy way out gets many of his responsibilities handled by the person who—I was going to say does the right thing, but I think we will make it does the stable thing.

We talk about money in here and the taxpayers and that's fair enough; but what about a system, the long-term impact of a system that allows, winks at, or if you want to go far enough even encourages the breakup of families? I think we all know that a single family head, no matter how dedicated, in a broken home cannot do the job of the conventional type of home. I don't think there is any disagreement on that. In many cases the woman has tried to do an admirable job and I respect her for it; but she is the first to admit that she can't do the job.

I think that we must prod the justice section, not only of this province but the whole justice section whether it be the federal attitude toward courts, the provincial attitude toward courts or the municipal attitude. The family court should be one of the most important institutions in the province. The family court now is the least important.

There is more respect paid to the administrative problems in debtor's court or small claims court or division court, whatever you want to call it. There is more attention paid to two-bit criminals in the magistrate's court, or whatever you call it now, than there is to family court.

The figures that Mr. Borczak read off, I think, are indicative of the price we are paying, not as taxpayers but as a society. If you look at the 13,000 desertions and multiply it by one, two or three, those are the kids involved. Right there we are up to 39,000 or 40,000 kids. This whole thing just goes on and on with the ripple effect.

As I said in the beginning, it is unfair to blame your department. You are just left with the income maintenance on the whole business. You have very little say in the family court. In fact you have no say. Until the people who are concerned with justice—I certainly intend to make it my business in the justice field; and I would hope that Mr. Martel is there and I would hope that Mr.

R. S. Smith is there, because I think they feel along the same lines.

I think we have to focus on it. If there is an awful economic cost of supporting a family court we had better be prepared to pay it, because I think the alternative is an endless series of broken marriages. It goes into the second marriage and there is another couple of children; a third marriage or a second marriage for the other part of the first union. The children drift off into lower parts of society with all the incumbent problems that are upon them, the terrible personal strain they have just to become ordinary citizens. This is a terrible cost in an affluent province.

Mr. Martel: I am sure the member will agree that until we focus in on what's causing all of this we can't resolve it. We can have all the courts in the world—

Mr. Drea: No; I agree.

Mr. Carruthers: What do you say is causing it?

Mr. Martel: I have made this point before in this committee that much of the cause of the marriage breakdown is economic.

Mr. Drea: Oh, I don't know.

Mr. Martel: Well, members of the minister's own staff tell me that much of the marriage breakdown in the younger families is as a result of financial difficulty—the easy credit. They get into hock over their head. The easiest way for the husband is to bail out.

I don't know. I want to know though, because until we know what is bringing it on, then we can't resolve it. And you can have a dozen courts handing out sentences left, right and centre, but it isn't going to resolve a thing.

That is where our attention should be focused in determining what's bringing it about and then trying to ameliorate the situation. If it means tightening up credit laws, if money is a large factor here, then that is what we have to do. But just a punitive sort of thing will not resolve it.

Mr. Drea: How are you going to tighten up sex?

Mr. Martel: People will—Pardon?

Mr. Drea: How are you going to tighten up sex?

Mr. Martel: I am not talking about sex. I don't think that many—

Mr. Drea: It is part of the natural lure just the same!

Mr. Martel: —marriages are being broken up over sex. A little adultery now and then doesn't seem to bother society, but financial problems do.

I think we have to know what the problems are. It's easy for all of us to talk and say "be punitive;" but I am sure that's not the problem. I know in the compensation cases I handle where the guy is ripped off to a point of 25 per cent temporary disability allowance, and he's having difficulty getting compensation; that frequently leads to tremendous distress in the home.

This is an area your department could move in on, Mr. Minister. You could make the payments, let's say, once the compensation reduces its payment to 50 per cent. They are then entitled to welfare, although many of them don't know it. Your department could see that the compensation board automatically pays the difference and bills the local welfare agencies. So that there wouldn't be a month go by in which the recipient would try to get by on 50 per cent of temporary disability allowance, when in fact he could get his full payment. The Compensation Board would have to know your Act. They would send the man the additional provided under the Act—it might be \$100—and then be empowered to bill the local welfare agency so that his income isn't broken up. It takes two or three weeks for the Compensation Board to send that type of material out. By that time he is behind the eight-ball and he can't make a retroactive claim for welfare.

I have them in my office. There isn't a week that I don't handle four or five new compensation cases. There is an area that I understand the Compensation Board would be willing—and some members of the board have discussed the possibility of making the payment. Possibly it's an area you could look into. It would relieve some of the hardship financially. I know in dealing with those cases that this is the reply I get.

The wife has got 50 per cent coming in, and there just isn't enough to go around. You have the physical problem; the wife doesn't have enough money to pay the rent. Then hardship occurs.

Possibly this is an area you could consider. It wouldn't help that many maybe, but

it's one area that I know of where there are financial difficulties and where there is hardship that leads to an awful lot of fighting and wrangling in the home.

Mr. Carruthers: I think that is true to an extent, but I think also that, in the majority of the cases I am aware of, it's a mismanagement of their financial circumstances.

Mr. Stokes: They need counselling.

Mr. Martel: They need counselling.

Mr. Carruthers: They need counselling, yes.

Mr. Martel: That is what I said earlier.

Mr. Carruthers: So we'll set up more counselling.

Mr. Martel: Oh, I think counselling can save the province a great amount of money.

Mr. Carruthers: Well, maybe it is our educational system. They haven't—

Mr. Martel: You want to believe it.

Mr. Carruthers: —got the basic concepts of responsibility.

Mr. Martel: And if our laws made everyone who was lending money declare the actual amounts of interest, you might find an improvement there. For example, how many people know that Eaton's is charging 18 per cent?

Mr. Drea: They have to say it on the form. It's already in the consumer legislation. The terrible point about that, Mr. Minister, is everybody thought, when Mr. Rowntree brought in that legislation, that they had not only to put down the interest—we go much further than jurisdictions elsewhere—in terms of per centum, but would have put down the amount of cash. Why even Eaton's was terrified that this was going to cut into their trade. Yet they found people couldn't care less. They just wanted the item; they didn't want the fine print. They were mad at the government for all the fine print. They just wanted the item.

Mr. Carruthers: That's right.

Mr. Drea: But I would commend to you, somewhere along the line, just as an experiment, that if we really got tough with the wife deserters and told them, we'd do just like the OPP in other jurisdictions hunt down other people, we are going to hunt you down

and make you pay; that, I think, would have a very salutary effect.

Madam Chairman: Mr. Smith.

Mr. R. S. Smith: Yes, Madam Chairman, I have a few comments to make on this.

The one thing I would like to say is that I hope we don't go back to the pre-1967 or 1968 days where we held up payments to deserted wives and children while we chased people around. If they paid one month and then didn't pay for two or three it placed the family in a position where it wasn't receiving benefits from your department.

I think I am right in this in that prior to that time any payment was made to the family, even though it was on a partial basis, would cut off the benefit through mothers' allowance. There were people who were back and forth onto allowance, and going without for five and six weeks or two months at a time; it was a terrible situation.

I think the amendments in 1968 or 1967, or somewhere in that area—1969 maybe—did at least provide to the deserted wife and her children continual support. The moneys that then came in, no matter how sporadically, were directed towards the department, towards the payments that were made by your department. So I should hope that we don't go that far and go back to that period of time when there was a real destruction of the support to the family.

I would say that I agree with Mr. J. P. Spence and Mr. Drea that every effort should be made to have the deserting parent make the payments.

As I understand it, the law commission under Mr. Lyle has made some specific recommendations in regard to the matter of family support. I understand, as well, that those recommendations haven't been fully acted upon yet by the Attorney General's department. Perhaps Mr. A. F. Lawrence, while he is thinking upstairs there, could move more quickly in this regard. There is a feeling among the people in the province that these people should be made to pay their just due, if in fact they can pay it.

But, and as I understand it as well, there is an office within the Attorney General's department that I have dealt with on a number of occasions in regard to chasing people around. It appears that most of them go to BC and get lost out there. I suppose we get most of them from BC, the ones who get lost in Ontario.

The co-operation between the provincial jurisdictions leaves a lot to be desired. I

don't say this as critical of any other province, particularly BC, because I don't think we give them any better co-operation than they give us. But I think that is basically the major area of concern. People, once they leave the province, are almost scot-free. I think this will take a large area of co-operation between the provinces in order to establish some method by which these people can be brought back to meet their obligations.

Those are the only remarks I have to make in regard to this, but I would particularly like to make sure that we don't return to that era earlier in the 1960s where we held up payments to families while we chased people around and never really got anywhere.

Hon. Mr. Brunelle: Madam Chairman, I would just like to make one or two brief comments.

In view of the importance of the subject matter and the fact that this problem is increasing, this is an area that would come under not only our social development policy but also the justice field. We have joint meetings and I will ask that this matter be on the agenda of a joint meeting. I can also assure Mr. R. S. Smith that the question of assistance to deserted wives and children will certainly continue.

Mr. R. S. Smith: That is the important thing as far as I'm concerned.

Mr. Carruthers: It is basically a question of cost? Does it cost more to bring these people to court than it does to pay the family benefits? I've heard this statement made by officials.

Mr. Borczak: Madam Chairman, I think it is a very difficult area, largely because of the vastness of this country. There is an arrangement now—if I remember the name of the Act correctly, it is the Reciprocal Enforcement of Maintenance Orders Act—to which all the provinces in Canada subscribe; and the state of Michigan has also entered into an agreement with Canada under that Act. So there is a judicial process available to enforce a maintenance order that is made in any province in Canada, in any other province in Canada and in the state of Michigan.

Having said that, though, the problem is, first, to identify the man. We have often found we have located him here in Ontario; and before we know it, why he is gone. You start that whole process again of trying to trace where he has gone. You find that quite frequently we'll locate him in another prov-

ince and again he will move on somewhere else. So it becomes an extremely difficult and an expensive proposition to try to get these maintenance orders enforced in other jurisdictions. As a consequence, there aren't very many to my knowledge that are, in fact, enforced in other jurisdictions.

Madam Chairman: Mr. Stokes.

Mr. Stokes: Madam Chairman, a lot of what I intended to say has already been said and I'm not going to repeat it. I don't know how many members here are actually members of legal aid committees. I happen to be a member of a legal aid committee which sits in judgement on appeals from the decision of the director of legal aid, where we usually act in accordance with an assessment made by this department. But it seems to me that a good many of the cases that come before us are for legal aid as a result of a deserting husband, who for some reason or other, walks out and leaves the mother penniless and defenceless, and she must apply for legal aid in order to get redress either through the courts or by trying to find her husband.

It seems to me that the lawyers who sit on this committee will ask the applicant certain questions and, then, say: "Have you applied to the courts to force your husband to meet his familial obligations?" She will say, "I did apply to the court but they couldn't find him, I was able to locate him; and I went to the courts and told them where he was. But by the time they got around to taking action he had flown the coop again."

So, the reciprocal agreement that you speak of will never be enforceable or be very meaningful, unless the courts or whoever is responsible takes immediate action. It seems to me, even in a sparsely populated area of the province like northwestern Ontario where these desertions are so prevalent, you must ask the question of the people who are responsible for tracking these wayward husbands down. I can't see you people doing it, but with the amount of dollars that you are spending as a result of the inability of some other branch of this government to locate these people and bring them to heel, it seems to me that the point made by Mr. Drea is very valid.

Not only we as members but you as a ministry, should be really speaking to the people who are responsible to bring these wayward husbands to justice. I think that is the key to the whole thing. There is no reason in the world why you should be paying a penny more than you have to in

accepting somebody else's obligation. There are many reasons why this happens; but to the greatest extent possible, we do have a responsibility as a government to see that taxpayers' dollars are well spent. If there is a possibility, within the legal confines of the law, to put the onus where it should be, I think that's what we should be doing.

Madam Chairman: Thank you, Mr. Stokes.

Mr. Martel: May I ask the minister one question? I have made a point—and it is in the wrong vote; I realize I should have brought it up under the first vote, administration—is there a possibility of your staff looking at the possibility of the Compensation Board making payments when a man's compensation is cut to 50 per cent, that they in fact would make the payment with their 50 per cent coupled to it and the difference would be for that family? In this way there would be no long delay in letting them know that they aren't entitled to more than 50 per cent and making sure that the income continues in a straightforward manner. I realize it would bring some complications, but—

Mr. Borczak: Madam Chairman, I don't know whether the member is aware of the fact that allowances may be paid under the Family Benefits Act when workmen's compensation payments are made, regardless of the percentage of the compensation payments. The regulation provides that the amount of the family benefits allowance shall be the difference between that which the person would be eligible for under the Family Benefits Act and the amount of the workmen's compensation payment, so that in fact this now is done.

If the member is suggesting that we go one step further and that the actual administration of the allowance be made by the Workmen's Compensation Board, I must say this is not an area that we had considered.

Mr. Martel: The only reason I make the suggestion, Mr. Borczak, is that frequently by the time the Workmen's Compensation Board tells the recipient of the compensation that his total temporary disability is being reduced to 50 per cent, there could be a two- or three-week delay in him getting the information. He has received his first cheque at 50 per cent, then he receives a notice a week later saying it has been reduced by 50 per cent as of a certain date and he can't make a retroactive claim. He finds himself just that much further in financial difficulty; it poses a real hardship.

Perhaps there could be some arrangement of either speeding up the information from the board, or the board making the actual difference in payment and then directly billing either the department in unorganized townships or the local welfare agency so that there is no holdup.

I have had it happen even as late as Christmas Eve, and I phoned the Workmen's Compensation Board, who in turn have said, "Yes, he is entitled to 50 per cent." And they have phoned the local welfare agency to say, "Pay the difference, it is Christmas Eve." But this break in the income, which is not all that adequate at times, is very hard on the families.

Mr. Carruthers: Well, isn't he usually eligible for general welfare?

Mr. Martel: But he doesn't get the notice in time.

Mr. Carruthers: I have many cases where on a moment's notice I have got them general welfare in situations very similar to that.

Mr. Martel: But I am saying that frequently they don't get notice from the Compensation Board until a long time after they have got their first cheque from the board at a reduced premium; then they get a notice saying they have been reduced. Two, three or four weeks go by before they even know that they should have to apply for welfare, so in fact they have lost perhaps \$100 or \$150 income for that month. You know you can't make your claim retroactively to welfare.

Mr. Carruthers: In the majority of the cases I have dealt with, the Workmen's Compensation Board has notified them to the effect that on a certain date in the future their compensation will be cut.

Mr. Martel: Well, it is interesting; I had a rehabilitation officer from the Workmen's Compensation Board make this suggestion to me—a man who works right there.

Hon. Mr. Brunelle: Well, it seems to me, Madam Chairman, it is just a case of having better liaison between the Workmen's Compensation Board and our ministry, because we have provision under both FBA and GWA. So we will—

Mr. Martel: But there is a break.

Hon. Mr. Brunelle: Pardon?

Mr. Martel: There is a break that can cause considerable hardship.

Hon. Mr. Brunelle: We will get in touch with the Workmen's Compensation Board and try to improve this.

Mr. J. McNie (Hamilton West): There is a real need, a terrible need in this area, for closing this gap.

Madam Chairman, to pursue this point, these people are advised, and the first thing they are told is they can appeal; this can take anywhere from one month to two or three months. In fact, I had a call today about that and it has been postponed again for another three weeks; in the meantime, in this particular case they have been cut back to half of what they had, which was 50 per cent to 25 per cent. It is a real hardship both psychologically as well as economically.

Mr. Carruthers: Are they on welfare?

Mr. McNie: No, they are not on welfare. They are still trying to—

Mr. Carruthers: But they are entitled to it.

Mr. McNie: Oh they are entitled to it, but they don't understand this.

Mr. Drea: The question of referral comes into this.

Mr. Borczak: That is right. We could only get the referral.

Madam Chairman: Mr. Spence?

Mr. J. P. Spence: Madam Chairman, I know the minister hasn't been in this portfolio very long, but maybe Mr. Borczak would be able to inform us how many husbands—I am sorry, is that the right pronunciation? No?

Mr. Martel: He is not selling detergents, nor is he the president of the company.

Mr. J. P. Spence: I am sorry, I apologize!

But how many husbands who have deserted their wives have you brought before the courts and they had to support the wife and family?

This is a sore spot. In different communities in Ontario these husbands desert their wives and in some instances move to another area and collect—this is hearsay—welfare; and the wife goes on the mother's allowance. How many husbands did your department bring before the courts and they had to support the wife and family? Maybe that is a very embarrassing question, Mr. Deputy Minister?

Mr. Borczak: Madam Chairman, the department actually doesn't take the initial action of placing a charge with the courts in situations such as this. It is the wife and mother of the children who takes that step.

As to how many such charges were laid in the number of cases in which we have granted family benefits in the last year, I haven't that information with me. I think we can get it in the department and perhaps we can bring that back to the committee.

Madam Chairman: Thank you, Mr. Borczak.

Mr. J. P. Spence: But do you try, Mr. Deputy Minister, to force these husbands who desert their wives and families to support them, instead of giving the wife mothers allowance?

Mr. Borczak: There is every intention that that be done, yes.

Mr. J. P. Spence: I think this is an area where the people would appreciate greatly if these husbands who desert their wives and families should be responsible for their keep. I think the people in general wish this, or there is a feeling that if they desert their wife and family they should pay for their keep instead of it falling on the taxpayers of the Province of Ontario.

Madam Chairman: Item 2 carried?

Mr. R. S. Smith: Just a short question. It is no longer necessary, though, for the wife to bring action against the husband before she can qualify? It used to be at one time, is that right?

Mr. Borczak: There isn't anything in the legislation which requires it. It has been a matter of practice and it is still practised. This is encouraged but not insisted upon, that is not to the extent that an allowance would be refused. But it is encouraged that this action take place.

Mr. R. S. Smith: At one time that was the case though? There wouldn't be anything done for them until they brought the action against the husband in family court?

Mr. Borczak: Yes.

Item 2 agreed to.

Madam Chairman: Item 3?

Mr. R. S. Smith: No, just a minute; just a couple of questions on rehabilitation services.

This is another area where I find some of the brochures a little lacking and sometimes misleading. I can only speak from my own experience with this in my specific area. I know that the regional office in my area covers a rather large number of people and a large area. And yet, even at the best of times, there are only two people involved in rehabilitation. Whenever I've contacted the regional office, I've found that there's usually only one; and he covers an area of perhaps 50,000 square miles. He deals with people within the department on a rather hit-and-miss basis, because of the fact that he's covering that amount of territory and the large number of people.

In fact, one of the people in the district welfare office indicated to me that in the last year, they've had one person placed with the rehabilitation services of your specific regional office.

Although the programme looks good and certainly would be of a large benefit to those people who are disabled either physically or mentally, I find that the number of people who are involved in the programme across the province—particularly in the area that I'm most familiar with—really is minimal and the amount of work they can do is less than minimal. This is particularly true in those areas where they have large numbers of people and they have a lot of miles to cover between the people they deal with.

One of the people in your office in my specific area told me some time ago that he's very fortunate if he can deal with a person anymore than once every six or eight weeks; and he considers that an active rehabilitative problem on his caseload. I don't think he can do anybody any good or provide a specific person with any service on that basis.

Hon. Mr. Brunelle: We have added a substantial number of counsellors. Out of an additional staff of 12, eight are counsellors; and some have been placed in northern Ontario—Timmins, North Bay and Kirkland Lake. As you have indicated, they do provide a very worthwhile service.

Mr. R. S. Smith: There's really no question that they provide a worthwhile service. But they just can't provide the service to the number of people that require that service.

Another thing that I found very difficult to understand is the lack of co-ordination between the rehabilitative services within your department and the other departments of government to assist in the rehabilitation of people.

Hon. Mr. Brunelle: Which one are you referring to?

Mr. R. S. Smith: Well, just generally speaking. I'll give you one example. The rehabilitation officer was dealing with one person specifically; and after about eight or nine months he gave up on the person. I don't say that in a derogatory way; but he just said he couldn't do any more for this person. The person was left in this position. He was on general welfare assistance and had been turned down for a disability pension from family benefits. He was a young man with a family of a wife and two children. He was at a dead end and was to remain on general welfare assistance.

I spoke to him and spoke to the rehabilitation officer in the social and family services department. I suggested to the officer that perhaps he should try to obtain some employment for this person and to give him some opportunities. And he said he'd dealt with him periodically well over a year, and he just had come to the point where he didn't think he could do any more. I asked if he had tried to obtain some employment for this person within the government services; particularly the psychiatric hospital, where there are types of jobs that perhaps this person could do and be under a sheltered type of programme.

He admitted to me that he had no working arrangement with the management at the psychiatric hospital; and this is another government agency. As it turned out, I contacted the administrator of the hospital and the fellow did receive employment there, with the assistance of the rehabilitation officer.

I was very surprised at the lack of co-operation between two closely-related agencies of this government. There wasn't a working relationship where the person within the rehabilitation branch of your department could phone any government agency or government institution in the area and obtain co-operation right off the bat. Obviously they have to look to private industry for that type of co-operation if they're going to be able to function; but surely the co-operation should be forthcoming first from the other institutions or agencies of the government. As it turned out, this person just couldn't hack the job that was obtained for him, he couldn't provide the services, and he went—But the end result was that family benefits were made available to him, which he didn't have before and wouldn't have had if he hadn't had this work opportunity.

So firstly, I don't think we have the people to do the job and I think this is basically the first problem. Second, I believe there has to be a much closer co-operation between the agencies and the institutions of government to help your department with rehabilitation.

Hon. Mr. Brunelle: Well in any case, Madam Chairman, we have added a number of counsellors and there is, of course, a need for more.

I have here Mr. Jack Amos, who is the director of the vocational rehabilitation services. He and his staff, generally speaking, have very good liaison with other ministries. I would hope that this would be an isolated case when you mention—

Mr. R. S. Smith: I don't fault the rehabilitation officer in this regard, you know; I just don't think he has ever had time to contact anybody else. I think basically he spends most of his time travelling from one person to the other and when it comes right down to it, he can't see them often enough or give them enough assistance to really do a job in rehabilitation. I don't know, I am not a professional in that field at all, but I would think one of the prerequisites of any type of rehabilitation is that the officer has to be available to the person on a continuing, short-time-between consultation basis; and I just don't see how you can possibly do that in an area such as mine with a staff of one, generally, and sometimes two when you have them.

Madam Chairman: Mr. Stokes.

Mr. Stokes: I don't want to spend too much time on this, but it seems to me with a programme where you are spending close to \$8 million, that of necessity you would have to have a close working relationship with the Workmen's Compensation Board, who spend a good deal of their budget in rehabilitation work. I am just wondering what kind of liaison do you have with them?

Now, frankly, in my ignorance until I got looking at this particular item, I wasn't aware that we were expending funds to rehabilitate people in the social and family services field. Frankly, I have never had a case yet where I have intervened on behalf of a constituent where the field worker suggested that maybe in lieu of welfare we should be embarking upon a retraining or a rehabilitation course for somebody who for whatever reason was on welfare. In speaking with the regional administrator in Thun-

der Bay, never at any time was this ever a part of the conversation.

So the two questions I would like to ask are: What kind of a working relationship have you got with the rehabilitation branch of the Workmen's Compensation Board; and to what extent are these funds and this particular service available to people in northwestern Ontario?

Hon. Mr. Brunelle: Madam Chairman, I would like Mr. Jack Amos to comment on this. Personally, I say that we have very good relationship with the Workmen's Compensation Board.

Mr. J. Amos (Director, Vocational Rehabilitation Services Branch): Yes, we do have a close working relationship with the Workmen's Compensation Board. I think the thing we have to keep in mind is that workmen's compensation is a complete, self-contained package for the industrially injured worker, which provides compensation, medical aid and vocational rehabilitation. Our programme is, for want of a better description, for the civilian handicapped person who has an automobile accident or an illness, heart condition or some other handicapped condition. So there are two clearly distinct jurisdictions, each with a full programme for its own area of responsibility without any overlapping.

Now there are some cases where there is a minor industrial injury and a major civilian handicap and we have to have a very close working relationship between Workmen's Compensation and our programme to clarify, whether this man is our responsibility or their responsibility. If he is their responsibility, they take total responsibility from one end of the programme to the other; if he is our responsibility we take it. So through this close relationship, we try to avoid duplication.

Mr. Stokes: What about the facilities that are available in northwestern Ontario within this vote? Who would I contact in Thunder Bay?

Mr. Amos: Well, we have a staff of five counsellors and one supervisor in Thunder Bay, stationed in our regional office. If you had someone who needed this service you would refer them to the supervisor in the Thunder Bay office, and he would dispatch a counsellor to undertake a full assessment and determine if a suitable rehabilitation plan could be developed.

Mr. Stokes: You are talking about a field worker, not somebody who is specially trained.

Mr. Amos: No, I am talking about a specialist in vocational rehabilitation. We have five of them up there who are specialists, full time, in this type of work.

Mr. Stokes: Thank you.

Mr. R. S. Smith: What about the rest of northern Ontario—could you tell us what the complement is?

Mr. Amos: We have two in the Soo, two in Sudbury; and we just added the second person for North Bay. We have one in Kirkland Lake and we are training a person for Timmins now. We are also training the second one for Sault Ste. Marie. So that is the situation in northern Ontario.

Madam Chairman: Mr. McNie.

Mr. McNie: No, it is all right.

Madam Chairman: Mr. Martel.

Mr. Martel: How many—I don't want to discredit the department—how many people, though, in total do you think need rehabilitation at the present time? Is there some estimate of the needs of the province?

Mr. Amos: There is no jurisdiction in the world which has successfully estimated the number of persons who could benefit from vocational rehabilitation services. In the United States they have made extensive studies and the estimates vary greatly. But certainly there is no jurisdiction in the world that feels they are beginning to meet the need. There is just no question of it.

Mr. Martel: Is the basic problem for you in northern Ontario similar to those of people who confront the Workmen's Compensation Board: That is you can retrain the people in most instances, however the type of salary they earn doesn't allow them to relocate; and therefore despite training or the availability of training there are no job placements?

Mr. Amos: Well there is certainly a shortage of light industry in northern Ontario to provide opportunities for persons who have been making a lot of money, say in Inco and—

Mr. Martel: The minister smiles. He knows what is coming next, you see.

Mr. R. S. Smith: We don't have many elevators.

Mr. Martel: The minister is well aware of the point I am going to make next. Mr. Minister, you make grants to a number of agencies which do a very good job. I might say you have two very fine gentlemen in Sudbury, I heard from one today that placed another man for whom I had requested assistance.

But we run into the same problem again with the government as we do with the Workmen's Compensation Board, and as we do with anything else: You can train people but you can't relocate them because they don't make that much that you could sell a home in Sudbury and move to Toronto, because you wouldn't even start to buy a home.

So in fact unless the government starts to get directly involved in setting up some type of light industry in northern Ontario, we have people who, although retrainable, we won't retrain simply for a lack of places to employ them.

Now it seems to me that the onus then falls on government to set up a variety of workshops, to compensate for the failure of anyone else to do so to fill a need. Because what you do, of course, is you get people who could be self-sustaining in a position to do so, but if there is no industry there they can't take advantage of their training. Then they fall burden to the province, which they don't want to do.

I don't think I know of people who are more independent in the world than somebody who is physically handicapped but wants to show that he can compete. It is most frustrating to this type of person not to find a place of employment.

It might not show much profit, it might not show any profit; but even if it broke even, you would have a group of people who felt useful to themselves, to their families—and this is very, very important to this group of people.

It seems to me we must, as a government, then move in to set up small plants if necessary for the retrainable who would like to work. I don't know whether your government is willing to move that far.

Hon. Mr. Brunelle: At the present time, we have quite a large number of workshops for these disabled people. This is an area where community-minded people have set these up, and we give grants. I believe we give a 25 per cent grant for the capital cost

as well as for equipment, and we also give operating grants to the workshops at \$25 per trainee per month. We have been advised by the rehabilitation advisory committee, which has recommended that in view of the very worthwhile work of these workshops and the greater number of people who, as you have indicated, want to be employed, that there is a need for more assistance to encourage more of these workshops. Mr. Amos, maybe you would deal with this.

Mr. Amos: We have about 120 registered workshops in the province. About 88 are for the mentally retarded and the others are for physically and mentally handicapped. We need more.

Mr. Martel: It would save us money, in one sense.

Mr. Amos: I think we have got to be realistic about workshops. They don't save money; they cost money. They keep the person actively engaged, which is a very useful thing, and they can earn some money; but there is only one workshop in the province that manages without a subsidy.

Mr. Martel: Is there no type of light industry that we could encourage? Again, I'm not being critical in this respect, but there are people with physical handicaps who aren't mentally retarded. They certainly would like to be working at some venture. Is there any consideration, then, to moving these or locating some of these in the areas which are underserved by light industry. Again I think of northern Ontario, because the only thing we have up there is heavy industry; and if a person is physically incapacitated there is really no place to go. At the present time, the Workmen's Compensation Board's rehabilitation officer in Sudbury has 120 cases, of which about 50 are mine. We are retraining them and yet there is no place that we are going to be able to put them.

It's a sad commentary. It just seems to me that if we can't entice anyone in, then we ourselves should move in. I am talking about the type of person who could perform useful work and it would not be as restrictive in nature as it might be for the mentally retarded who are in workshops.

It might break even, providing we gave it an impetus or a push from the government level, because it is a waste of money to retrain people and then not use that talent. They become very disillusioned with retraining when, once they are retrained, there is no work available for them.

I think it is an area we have to look at pretty realistically, regardless of philosophy of free enterprise or a government shop. We have just got to give people the opportunity to earn money to live on, because they associate that with self-respect and the rest. If it's a straight handout, it takes away from it.

Madam Chairman: Mr. Deacon.

Mr. D. M. Deacon (York Centre): Yes, I was going to mention that isn't it true, for example, that the Society for Crippled Civilian operates on a subsidy of only some seven cents on the dollar?

Mr. Amos: Their subsidy certainly is a modest subsidy, maybe \$50,000 or \$100,000 out of \$1 million.

Mr. Deacon: Seven cents on the dollar?

Mr. Amos: Yes, \$100,000 out of a million perhaps.

Mr. Deacon: Yes. I knew it was somewhere under the 10 per cent, as I understood it the last time I had seen the financial statement. Certainly, to any extent, that the subsidy we provide is less than the social welfare assistance we would provide. It is a benefit economically, and of course is a greater benefit socially for those people. So I would think that where we're not having make-work programmes but we are actually producing useful things for the community and we are doing it at a lesser cost than providing straight welfare we are certainly making an important economic and social contribution to the country.

Madam Chairman: Item 3 carried?

Item 4.

Mr. Martel: Madam Chairman, I notice that you have increased this item by some \$20 million, from \$39 million to \$60 million. I wonder if the minister could give us some indication as to what we can expect for the additional \$20 million?

Hon. Mr. Brunelle: We have Mr. Lawrence Crawford, the director of the Homes for the Aged branch—I believe that a lot of this increase is with reference to the extended care programme, that accounts for—

Mr. R. S. Smith: That's the Minister of Health's (Mr. Potter) programme.

Hon. Mr. Brunelle: Extended care; is that about correct, about \$30 million for the extended care programme?

Mr. Martel: Under your department then, the new extended care, as I understand it, in the Homes for the Aged now allows, with a change in regulations—I had some people in to see me on Saturday—is it a fact that people are only allowed a 24-hour pass now and that the vacations they might have had previously they are not entitled to any longer from these homes?

Hon. Mr. Brunelle: I believe it is a 48-hour pass, but at the same time I would just add another word, Madam Chairman, the extended care programme is based on the Ministry of Health's nursing homes programme, so we had to parallel the extended care programme in our charitable homes and municipal homes. We recognize what you have brought forward, it has been brought to our attention and we are looking into the area.

First, I should say that we have to work closely with the Ministry of Health in these matters, and we are looking into that area in co-operation with the Ministry of Health, with the approval of the administrator and the home physician, to see if there is a possibility for parallels. The extended care programme is one where there are some very good guidelines on services provided, and if we allow patients to be away from home for several days it could—

Mr. Martel: You are going to get barraged, Mr. Minister, with petitions and so on now, because in fact the patients—I shouldn't say patients, the residents—are really up tight. I had people in Saturday over it. Let's say an elderly mother wants to visit her daughter for two weeks, she can't do it.

Hon. Mr. Brunelle: You are not referring to—

Mr. Martel: I am not referring to somebody bedridden.

Hon. Mr. Brunelle: In the Homes for the Aged—

Mr. Martel: Pioneer Manor, Sudbury.

Hon. Mr. Brunelle: —I forget, somewhere between 50 to 60 per cent are under extended care and the other 40 per cent are just domiciliary care. So you are referring to which?

Mr. Martel: Extended care!

Hon. Mr. Brunelle: Extended care?

Mr. Martel: But they cannot get out for more than 24 hours I believe.

Hon. Mr. Brunelle: No, it's 48 now.

Mr. Martel: But why would that be so restrictive? It is almost incarcerating them, Mr. Minister.

Really, to visit one's relatives for a couple of weeks in the summer time when the kiddies are out of school and let's say the daughter can look after her. I don't mean two and three months, but, holy smoke, to allow a 48-hour pass to a mother to go and visit her grandchildren and her children is just—

Mr. Stokes: Do you have truant officers in these institutions?

Mr. Martel: I couldn't believe it; I just couldn't believe it!

Hon. Mr. Brunelle: Mr. Martel, you have been in the hospital many times I'm sure as a patient and you know you have to adhere to the rules of the hospital. Sometimes you may feel like going out for the weekend, but unless the doctor gives his approval—

Mr. R. S. Smith: It is not a question of doctors.

Mr. Martel: But for someone in Pioneer Manor who gets around and is mobile, what in the Sam Hill are we doing almost imprisoning them?

Hon. Mr. Brunelle: We are not that hard.

Mr. Martel: They get a 48-hour pass now, and that is—

Mr. Stokes: What if they want to go away and get married, a couple of them?

Hon. Mr. Brunelle: Well, that could be therapeutic—

Mr. Martel: But what about visiting one's grandchildren, Mr. Minister?

Hon. Mr. Brunelle: As you know, Mr. Crawford is the director of the homes for the aged—office on aging branch, and he has been working very closely with the Ministry of Health for quite some time on the extended care programme—

Mr. Martel: Could we get the rationale for it being so restrictive?

Mr. L. Crawford (Director, Homes for the Aged Branch): Madam Chairman, the decision to apply certain standards for admission and then discharge procedures for those under extended care was based on the fact that the determination of extended care

coverage was a medical one. There had to be at least 1½ hours of nursing care a day provided, which level of nursing care might progressively move up to some 2½ hours or more a day.

Now the question would be if an elderly person ostensibly eligible for extended care could live for two weeks outside of a home, where would they get 1½ hours of nursing care a day? There is a possibility—I would say with due respect to the members, that the person is not incarcerated—they may be discharged from extended care for two weeks, pay the normal residential care rate and then be readmitted to the home and be under extended care again.

However, this is an area that the liaison committee between the Ministry of Health, this ministry, the Associated Nursing Homes of Ontario and the Ontario Association of Homes for the Aged is having what might be called an active dialogue on this question.

Mr. Martel: Well, I expected there would be.

Mr. Stokes: Try and bring them kicking and squealing into the 20th century, will you.

Mr. R. S. Smith: What you are saying is that they can leave for a couple of weeks if they want to pay about \$175.

Mr. Deacon: We are being saved money.

Mr. R. S. Smith: And really, it is going to cost them \$150 to \$175 to leave for two weeks.

In effect, I think that is what you are saying. I suppose in that case the bed will then be paid for, and it appears this might be the rationale behind that, because if they leave for a two-week period and you don't get your \$9 or \$9.50 a day—I forget what the amount was per day—

Mr. Martel: It's \$9.50.

Mr. R. S. Smith: —for extended care—then you charge them the ordinary rate for those who are not on extended care, which in most homes runs around \$300 a month. If they want to leave for two weeks it will cost them \$150 for services they will never receive.

There is a real anachronism there, and I am sure there is a dialogue between yourselves and the extended care people—and the nursing homes are in the same boat as well, I suppose.

I think that if the person can be provided with the nursing home care that they require

on a similar basis outside of the home, I can't see why there can't be provisions made for that type of leave, holiday or whatever you would like to call it. It does seem really unnecessarily restrictive and costly to those people.

Mr. Martel: It is absolutely inhumane; that's what it is!

I don't want to be overly critical, but it is absolutely inhumane that a father or a mother cannot go and spend two weeks with his or her family, let us say, during the summer break when the mother is not getting the kids ready for school and she can, let us say, provide the attention necessary to an elderly person. She has more time to devote.

Even if you gave two weeks once a year—but a 48 hour pass! Mr. Minister, how would someone get to Moonbeam and back on a 48-hour pass? You wouldn't be home long enough to unpack your bags before you were on your way back.

Mr. Stokes: It would take you that long to find it.

Mr. R. S. Smith: You don't have your air force.

Mr. Martel: No, you have lost your air force.

Mr. R. S. Smith: Yes, you have lost it.

Mr. Martel: I was just floored on Saturday when this delegation came to see me. I didn't believe it. I phoned Ken MacRae to ask Ken if these people were right. I just didn't believe it.

Hon. Mr. Brunelle: As it was indicated, we work very closely with the Ministry of Health, the Nursing Homes Association and others, and this matter is under very active review because representations have been made by several—

Mr. Martel: Could we have a decision before the end of June, Mr. Minister? Because that is the vacation period, you know, July and August, and it would be really tough on some of those old people who like to get out to the country for a couple of weeks.

Mr. Deacon: There are two good ministers—the minister of this department and the Minister of Health (Mr. Potter). I know that the two of them sitting down could solve this problem very quickly.

Mr. Martel: You could go into the hospital. No, they have let Dick out now, and you can go and challenge him.

Hon. Mr. Brunelle: It is a matter that was brought to our attention again as early as this morning. We met with the Association of Homes for the Aged and this matter was brought to our attention this morning.

Mr. Martel: If I could pursue another problem—what is the ratio of people in an area to the number of beds which would be required per thousand? In other words—

Hon. Mr. Brunelle: I believe it is 30 beds per thousand of population.

Mr. Martel: You are referring to per thousand population, which means in the Sudbury area we are not even in the ball park.

Hon. Mr. Brunelle: Population, I should add, is also the population of 60 years of age and over.

Mr. Martel: Okay! We are not even in the ball park in the Sudbury area, are we?

Hon. Mr. Brunelle: The figures for Sudbury—

Mr. Martel: Are pretty drastic!

Hon. Mr. Brunelle: —are fairly close.

Mr. Martel: Yes, one.

Mr. Crawford: It is somewhat over the provincial average for Sudbury now, because your old age population in the district of Sudbury is below the provincial average. I think you have five per cent of the population 60 and over. That is against 8.1 for the province.

Mr. Martel: There is no way you get anyone into Pioneer Manor in Sudbury without a year's delay, and that's for people who are mobile. Anyone who is restricted or who is sick and confined to bed doesn't get in Pioneer Manor. There is no way. They don't get in the other two homes either—the Foley Nursing Home because it is overcrowded and what is the other one? You know, out in Minnow Lake. They took over from the Sisters of St. Joseph or something like that. They have requested an addition, have they not?

Hon. Mr. Brunelle: Yes they have. They met with us about five or six weeks ago.

Mr. Martel: You have given approval?

Hon. Mr. Brunelle: We had a very good meeting. Our architect, I believe, has gone up in the meantime to meet with the administrator and the directors.

Mr. Martel: It is critical. I have a case now of a man who had his leg amputated because of gangrene, who sleeps in a basement that is not finished. I can go on with case after case, Mr. Minister. It is so desperate in the Sudbury area. I just don't know what is happening.

I can well recall this same estimate a number of years ago when the member for Kingston and the Islands (Mr. Apps) indicated there was all kinds of room in his area. We had other people from southern Ontario telling us the same thing.

I would suspect that we are again on the short end of the stick in northern Ontario. Am I right in saying that northern Ontario is a more critical area for homes for the aged than would be most of southern Ontario?

Mr. Crawford: Mr. Minister, actually the situation isn't quite that way. Only the district of Timiskaming is lacking in the appropriate number of beds and that is simply because the district has not built a home, as a district. Only the township of Teck has done so in Kirkland Lake. For all of the other areas they are right at about the provincial average of beds per thousand of population 60 or over, or in one or two cases considerably above it.

Mr. Stokes: Surely that is based on need, not on some mythical figure that you pick out of the air, you know, 30 per thousand? You know very well, in certain areas in my riding particularly, they are having a good deal of trouble. In the town of Geraldton, for instance, the ratio of people over 60 in relation to the overall population is almost greater, I think, than any in the province.

There is a specific need there and they have a waiting list as long as your arm because the municipalities can't agree on the location of a new home or whether there should be an addition to Pinewood Court or whether there should be another one out in the district of Thunder Bay.

Surely the criteria you use must be flexible to suit the needs of a particular area. Wouldn't you say so?

Mr. Crawford: Mr. Minister, I think we would agree that this figure is only a yardstick, but in terms of showing relative need it could be demonstrated that some rural counties in eastern Ontario and one or two not too far north of Metro—let's say Grey county and Peterborough county — would have a greater need on the basis of their population

60 and over right at this time than most of the northern districts. This doesn't mean that the northern districts are not building up waiting lists of candidates who might benefit from services in homes for the aged.

Mr. Martel: What bothers me though is, we use these statistics and yet in fact, as I have indicated, the waiting lists in the Sudbury area are great. People are placing parents up in Port Arthur, they are placing them in the one in Timiskaming—from the Sudbury area. In fact there is just no hope. And if they are confined to bed there is simply no hope of getting them in Pioneer Manor because of the number of beds available for that type of service.

It is pretty desperate when you get phone calls and you have to phone them back. You know, you talk to Ken MacRae who I think runs one of the finest nursing homes in the province—the guy is just outstanding—and he tells you that there is simply no possibility in the foreseeable future.

What do you tell people? The other two are overcrowded. In fact the Minister of Health tells me we need 300 beds in the Sudbury area right now.

Mr. R. S. Smith: I think we are talking about two different things here.

Mr. Martel: No we are not.

Mr. R. S. Smith: There is a difference between those homes—homes for the aged that you are speaking of in regard to so many beds per thousand above 60—but is that relative to the number of nursing-home beds on the private basis that are available in the area? Are you putting those two together or are you talking of only homes-for-the-aged beds?

Mr. Crawford: We are taking into account in this ratio for our ministry, Madam Chairman, only the beds in charitable institutions and municipal homes for the aged. So that actually if you added in nursing-home beds that ratio might be ever higher in some areas. But we are only using this as a yardstick for basing our projections of bed construction needs across the province.

Mr. R. S. Smith: Right, and therefore you know the whole thing could be distorted in different areas. Like some areas have a lot of private nursing-home beds available—when I say a lot I don't mean an over-abundance particularly, but they are available, whereas there are other areas of the province, some districts, where there is not one nursing-home bed available on the private basis.

In my area, for example, there isn't a private nursing-home bed available in the whole district. I would presume that perhaps in Sudbury the number of private nursing-home beds in much less per capita than the average across the province. When you talk about those that are available on the charitable basis through the district homes for the aged and what not, I think you have to look at the whole picture, and you very well could be well above the average on the beds that you are speaking of and yet have a real need for nursing-home beds.

So I think the two programmes are so closely allied now that we have extended services that the whole picture has to be looked at in each district and not on a separate basis, and I would think that perhaps this is the case in Sudbury where the private nursing-home development is not as great as it is in Metro Toronto or Grey county; where there may be a lot of private nursing homes but a very minimal number of beds under the direct or semi-direct control of the province and the district. I think we have to define our terms when we talk about this.

Mr. Martel: In respect of the Sudbury situation, are you looking at strictly an addition to Pioneer Manor? I understand that has reached almost the maximum of what should be tolerated in expansion. Are you talking about an expansion; or are you talking about another home?

Hon. Mr. Brunelle: When they met in our office about six weeks ago, they were suggesting an expansion of the existing home. At the same time there are others in that area who feel that homes should be built in other areas.

Mr. Martel: Yes, like Valley East township, which I have written you about. That is what bothers me about planning. The Minister of Health indicated in the House that he is going to scrap all the boards in Sudbury and put in one planning council, which would do some real planning for Sudbury.

For example, he has just built another hospital and all three hospitals are within walking distance of each other; and they are not even located in the city.

I really don't care where it goes as long as it goes. I am told it was at one time indicated it was at the maximum and there should be no further expansion to the present facilities. That there should be either a new one relocated in another part of the city or another part of the area. I just don't know—and that is why I have written to you. I'm

still waiting for a reply. I wrote the letter a long time ago to you.

Hon. Mr. Brunelle: I haven't replied?

Mr. Martel: No. I'd like to know what your staff thinks about the expansion as opposed to a new building; and whether they are going to approve either one of them.

Hon. Mr. Brunelle: If my memory serves me right, when they met with us they mentioned that it was possible to expand existing homes; that there were certain facilities such as the heating plant; and that there would be economies. They also had the ground—I forget how many acres. But you are also aware that this is the board of management at the homes for the aged; that they are a group of municipalities. And as was indicated earlier there are some who believe that a home should be built in other areas, north and east of Sudbury, to look after the needs of those people; so they wouldn't have to travel so far to come to visit their elderly parents. So these are various views that have been put forward to us.

Mr. Martel: But you are going to approve whatever they ask for; is that right?

Hon. Mr. Brunelle: We always like to be very co-operative and to look after the needs of the people.

Mr. Martel: I am told that it is not always that co-operative. I would just like some assurance maybe tonight, Mr. Minister, that when they stop feuding among themselves that you will give approval based on the need and not—in the next vote we'll find out how obliging you have been when we talk about Father McKee's project, which has been in the fire now for I don't know how many years. And I am not sure that has been approved. The digging could be started. But we'll come to that. But I want to know how generous you are going to be in this one?

Hon. Mr. Brunelle: We have indicated to him, as I said earlier, Madam Chairman, that we have been very co-operative. We have sent our architect who has met with the administrator and members of the board. I haven't had a report back, but I think there are—

Mr. R. S. Smith: You met with him last week.

Mr. Martel: McKee? No.

Hon. Mr. Brunelle: Yes, with Father McKee.

Mr. Martel: I am talking about Pioneer Manor.

Mr. Stokes: Just before we pass this—

Mr. Martel: I am talking about Pioneer Manor. You said you were going to approve it? Is that it?

Hon. Mr. Brunelle: No, I didn't say so.

Mr. Stokes: Just before we pass this—

Mr. Martel: We are not going to pass this, Jack. I just want to get an answer to the minister, if you don't mind. I want his approval tonight.

Mr. Stokes: Why have you got \$37,454,000 under the Homes for the Aged and Rest Homes Act and then down farther there appears to be an afterthought—the Homes for the Aged and Rest Homes Act, a further \$4,470,000. Why didn't you incorporate them; or was that an afterthought?

Hon. Mr. Brunelle: The first is operating grants; and the second is capital grants.

Mr. Stokes: So you have only spent less than \$4 million for new facilities throughout the province, or you are going to this year?

Hon. Mr. Brunelle: That's right. And you should also include the \$2,680,000 for charitable homes.

Madam Chairman: Item 4 carried.

Mr. Martel: No, Madam Chairman.

Madam Chairman: Mr. Martel.

Mr. Martel: It now being 10:30 of the clock, Madam Chairman, I suggest we adjourn until after the question period tomorrow.

Mr. Stokes: We tried, Madam Chairman.

Madam Chairman: We tried?

This committee stands adjourned until tomorrow afternoon immediately following the question period. Thank you, gentlemen.

The committee adjourned at 10:30 o'clock,

CONTENTS

Monday, June 5, 1972

Assistance and rehabilitation services programme, continued	S-917
Adjournment	S-944



ONTARIO

Government
Publications

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Community
and Social Services

Chairman: Mrs. M. Birch

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Tuesday, June 6, 1972

Afternoon Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

TUESDAY, JUNE 6, 1972

The committee met at 3:20 o'clock, p.m. in committee room No. 1; Mrs. M. Birch in the chair.

ESTIMATES, MINISTRY OF COMMUNITY AND SOCIAL SERVICES (continued)

On vote 2102:

Madam Chairman: The meeting will come to order please! On item 4.

Mr. E. W. Martel (Sudbury East): I have a question. Mr. Minister, Programme 500 has been dropped. I don't think you have spent money any more wisely than in delivery of services to people in old folks homes and so on through Programme 500, and it would seem to me that in face of the dire shortage of jobs this summer—but more particularly the value of such a programme to a whole range of people—that it should become a permanent programme as opposed to a one-shot programme.

I would ask the minister to reconsider the department's decision to phase it out. The benefits must have been great to the people. In fact, if one were thinking at all they would consider expanding it to make it useful in mental institutions and provide services much beyond what you have done now. It just seems to me to be a proper way to extend services to people. I would urge you to reintroduce it.

Hon. R. Brunelle (Minister of Community and Social Services): Well, Madam Chairman, as the member has indicated, it was a very worthwhile programme. We received many letters of praise on the programme, but when it was announced, I believe it was announced as a sort of a dual-purpose, or maybe multi-purpose winter-works project, to hire mainly graduates of high schools and post-secondary institutions, and also to provide very much needed assistance in social agencies.

Many agencies which hired these students carried out certain research projects, research projects that were of a short-term nature

which otherwise they wouldn't have been able to carry out without this special assistance.

Out of the number of 500 that were employed—of course when they were employed, they knew that it was a four-month period—a certain number have been hired by the agencies themselves. I believe a certain number we have also retained on staff.

For the persons themselves, it has given them—many had not been in social work before—it has given them a much better idea of the type of work involved, and many have decided as a result to make social work their careers. So, the advantages of this programme are many.

I appreciate your comments, Mr. Martel, that many find themselves now without employment; but again I would like to reiterate that when they were hired, they were told that it was a short-term employment programme.

Mr. Martel: I appreciate it was a short-term programme, but my point is, Mr. Minister, there is validity in making it a permanent programme. I don't think that to assist in homes for the aged, and so on, we need a PhD. There are all kinds of services in the community that could be undertaken using this type of programme.

Just look at what is going to happen in the future, Mr. Minister, that more and more, with automation, jobs are going to become more and more scarce, and as a great man has said; within the next 30 or 40 years we are going to see 50 per cent of the people looking for work, much of which is going to have to be created by government. It seems to me that this is one area in which we can provide meaningful work and not require tremendously high standards, but simply an ability for young people, if this programme were established permanently, to grow with the job where they could deliver all kinds of services—which would free trained personnel to do the jobs that trained personnel are required to do—without a great deal of training themselves.

I just think of this when I read this book by the Social Planning Council of Metro

Toronto, which indicates the number of areas in which people could be assisted without scads of training; it then provides an avenue of year-round employment and a delivery of a much needed supplementary service in the field of delivering services to people. And it also at the same time, as I have said: frees your highly-trained, highly-skilled, technical staff to do the job they are able to do. It just seems to me to be imperative that we make it possibly year-round now, with 500, but in the future you will see that the amounts of work that they can do, with respect to the mentally retarded, the aged, and young children, and so on, would be of immeasurable value in the form of just a service to people, but also at the same time filling a vacuum that is created by technological change.

Hon. Mr. Brunelle: Madam Chairman, if I may add a word, I agree with much of the comment of Mr. Martel. Now that this programme has terminated, we are in the process of evaluating it to see just how successful it was.

From all indications, it has been a most successful programme. It was provided especially for young people—most of these people hired were in the age group between 18 and 25 and they were placed in homes for the aged, daycare centres and others. To have these young people working in these various social services was of great value. We are very enthusiastic about the programme and there is a possibility that we could—after we have completed our evaluation—that we may try and have a similar project and employ as many of these young people as possible.

Mr. D. H. Morrow (Ottawa West): What was the price tag, Mr. Minister, on that programme?

Hon. Mr. Brunelle: In dollars, Mr. Morrow, it was—I have it somewhere—

Mr. Morrow: What was the total involvement by the young people? Was it exactly 500, or would there be quite a turnover and you would have perhaps 700 or 800 people altogether?

Hon. Mr. Brunelle: There were—to my knowledge there was very little turnover, and they were paid approximately—we were trying to look for the amount budgeted—approximately, they were paid, I believe, about \$100 a week. So by my arithmetic—

four months, 500 people, that is somewhere around \$400 to \$450 per month.

Mr. Morrow: A million dollars?

Mr. Martel: That's better than welfare. That's better than paying welfare.

Hon. Mr. Brunelle: I am told it is somewhere between \$800,000 and \$900,000.

Mr. Martel: That's better than paying welfare, Mr. Minister. That type of programme, I said this in my opening address, takes people. As I say, they don't have to be highly sophisticated; it takes them off the welfare rolls, and we get something for, perhaps \$30.

Let me make the point. It might cost us, let's say, \$30 more per week, maybe not quite that much, to have a person there, rather than have him on welfare. But he or she is providing a useful service; that is useful to themselves, useful for the community, and useful in terms of the social benefits all around.

I would suspect that it really doesn't cost us anything, really, because we'd be paying the money out somewhere else, through a welfare bonus. But in terms of the overall benefits of such a programme, there's just incalculable good that comes from it; and as I say, if we break it down into dollars and cents, somebody is taking home \$400 a month rather than \$300 if he was getting welfare for a family—my goodness, and the good that he does in the community!

I am told that you can actually cut down on expenses of people looking around to see if people are on welfare or are gypping the system. You don't have to follow them so closely, so therefore you don't need as many field workers. When you calculate the saving there and the good delivered to the community, in fact the province as a whole is much better off for that programme, and it isn't simply a handout programme. People are working and people are deriving benefits.

I can only encourage you not to just continue the four-month programme, but to expand it, because it is a way of putting people to work, doing good within the community—a new type of work; it's not work for profit, but a new type of work that is meaningful to everyone.

Hon. Mr. Brunelle: Very worthwhile. The social and economic benefits are certainly very worthwhile.

Madam Chairman: Mr. Smith.

Mr. R. S. Smith (Nipissing): I have a few questions; firstly, in regard to the homes for the aged. With the incoming of extended care at the rate that has been set for those people who are covered under that programme, am I correct in saying the payment to the homes for the aged is \$12.50 a day—\$9.00 from the extended care services and \$3.50 from the person himself?

Hon. Mr. Brunelle: In the municipal homes it varies. It could be \$12.50; it could go up to \$13, \$14 per day; it's not set.

Mr. Morrow: Nursing homes are \$12.50 with the government paying \$9.00 and the individual \$3.50.

Mr. R. S. Smith: Well what about those people who are in homes for the aged and are covered under extended care?

Hon. Mr. Brunelle: Pardon?

Mr. R. S. Smith: Well what is the arrangement there?

Hon. Mr. Brunelle: For extended care?

Mr. R. S. Smith: Right, for the extended care patients you have in the homes for the aged.

Hon. Mr. Brunelle: Yes; Mr. Borczak!

Mr. M. Borczak (Deputy Minister): As the minister mentioned yesterday, I believe, we developed a programme in the homes for the aged and the charitable institutions to parallel the programme that was established in the nursing home field.

In the charitable and public homes for the aged, the same situation applies insofar as benefits to residents are concerned. That is, those who qualify for extended care are required to pay \$3.50 a day. Our department will subsidize the municipality or the charitable institution that operates the home 100 per cent of the next \$9, assuming that the actual cost is \$12.50.

If the actual cost, as in some instances will be the case, is less than \$12.50, then our subsidiary will be only up to the actual per diem rate. Whereas in the nursing homes it is a flat \$12.50 across the board, right across Ontario, in the homes for the aged field it is a ceiling. It is up to \$12.50 which is subsidized for extended care.

So that if there is a home for the aged that operates on a per diem of, let's say, \$10, the resident would pay \$3.50, the province would subsidize 100 per cent of the next \$6.50 to bring it up to the \$10.

Mr. R. S. Smith: The per diem rate that is being established, or that has been established in all these homes, up to now has been the one per diem rate no matter what type of service they were receiving, whether they were receiving that which was covered under extended care or whether it was strictly domiciliary.

I would think that those who are receiving only domiciliary care—those who are able to adapt themselves completely and are covered by extended care—have, in effect, been subsidizing the costs of those who are receiving what now is extended care. Is there going to be a breakdown in cost between those in homes who are receiving extended care and those who are receiving only domiciliary care?

Mr. Borczak: Yes, yes; this will be the case.

Mr. R. S. Smith: And as a result I would expect that in most homes there would be a decrease in the cost for those people who are only receiving domiciliary care.

Mr. Borczak: We expect that to be the case.

Mr. R. S. Smith: And just when would that be coming about? There are still, what, 40-some per cent of the people in the homes who are either there with assistance under this Act or who are paying their own way. I am particularly interested in those people who are paying their own way, because they have been, over the last number of years, subsidizing those who required extended care services, or what we now consider extended care services.

Mr. Borczak: We haven't yet set the lower rates. The intention is that the rate will be effective from April 1, so that the full benefit of any lower rate will apply to all persons who are in these homes. But Mr. Crawford tells me that we haven't yet got those figures.

They are working with the homes to establish what this differential should be and it will be applied then to all persons who are in those homes retroactive to April 1.

Mr. R. S. Smith: Retroactive to the time when that programme was implemented?

Mr. Borczak: That's correct, when the programme came into effect.

Mr. R. S. Smith: Right!

Mr. Borczak: You see, at the present time—these are not final figures—but the most recent figures we have indicate that about 52

per cent, 52.5 per cent of the population of the public and private homes for the aged qualify for extended care, and the balance do not.

Mr. R. S. Smith: Right. So?

Mr. Borczak: So this necessitates, of course, a recalculation of these per diems.

Mr. R. S. Smith: Yes. So then those people who are not receiving extended care and who are living in the homes and paying their own way can expect their per diem rate will decrease substantially.

Mr. Borczak: Yes.

Mr. R. S. Smith: In the area of maybe a couple of dollars, depending on the home. I am sure they are all different.

Mr. Borczak: It will vary considerably, because we still find a very considerable range in the actual per diem costs across Ontario, both in the public homes and in the charitable homes. There is a range anywhere from about \$6.00 to, oh, \$16 or \$17; so there will be varying effects throughout the province, depending on the individual home as to how the split occurs between extended care and non-extended care.

Mr. R. S. Smith: Right!

Mr. Borczak: And another factor which will have an effect on the amount by which the per diem is lowered for the persons who don't qualify for extended care will be the ratio of extended-care residents within a given home.

Mr. R. S. Smith: Right!

Mr. Borczak: Obviously if there is a very high ratio of extended-care residents in a given home then that will have a much greater effect on lowering the rate for the other residents. If there is a very low ratio of extended care residents in a home; then there will be a much smaller differential between the extended care per diem and the per diem for the others.

Mr. R. S. Smith: I guess it would be safe to say right now then that those homes which had a large percentage of people who qualified for extended care also had the higher rates.

Mr. Borczak: I think that is a fair statement, yes. Our information is that wherever there was a higher number of persons who were classified formerly as bed-care resi-

dents and special care residents, these persons required much more attention, and therefore higher staff ratios were required in relation to residents and so on. And this tended, then, of course to increase costs. I think generally that's a fair statement.

Mr. R. S. Smith: There is just one other question I have in regard to the provision of services to the extended-care patients in the homes.

There was some discussion as to the cost of drugs for people in these homes. The Minister of Health (Mr. Potter) indicated within the budgetary amount that he gave us there was an amount of some \$5 million for the cost of drug services. How is that going to be handled now for extended-care patients in the home? I realize in most homes up to this time it has been handled in different ways, and some of them are most unsatisfactory to say the least.

Mr. Borczak: The drugs will be provided without cost to residents. This will be absorbed by the province and the municipalities or the agencies operating the homes. In the area of prescription drugs, these will be purchased without cost to the resident.

Mr. R. S. Smith: How will they be purchased? Many homes up to now have had drug supplies within the homes that they dispensed themselves, usually illegally, but they did do it that way. As a result, there was some question of the method of service. Is this going to be followed? Is it going to be done on a per patient basis or will there be a central supply, or just how will it be done? Some of their purchasing techniques left much to be desired as well.

Mr. Borczak: Perhaps Madam Chairman, if you will permit me, I would ask Mr. Crawford to outline for the members the arrangements we have entered into with the Ministry of Health for purchasing of drugs in these areas.

Mr. L. Crawford (Director, Homes for the Aged—Office of Aging Branch): Well Madam Chairman, we are at this time making available, through the central pharmacy of the Ministry of Health, drugs purchased in bulk so that all homes can requisition the majority of prescription drugs and non-prescription drugs of a standard nature.

We have a list of about some 45 different items which are available. Our homes may requisition these; and we have asked that in allocating the costs, on those drug items assigned to residents under extended care they

will get 100 per cent reimbursement; and for the others, of course, we would share on the normal, 70-30 or 80-20 cost basis.

Now a question has been raised by Mr. Smith on prescribing: We are attempting to set out more clearly the role of the home physician as responsible for all of the medical and para-medical services including the dispensing, if one might use that term, and other aspects of handling medications.

We have had some meetings independently with the Ontario Pharmaceutical Association and they have discussed with us some of their views. It may be of interest to Mr. Smith to know that in at least two homes now, we have tried obtaining the services of a pharmacist on a part-time basis. In the city of Oshawa we have one pharmacist who is handling all of the dispensing within the home for two days a week, on a part-time basis.

However, in most homes we have now found that we have been able to come to satisfactory arrangements with the home physician and the director of nursing handling those preparations that are supplied from central pharmacy.

Mr. R. S. Smith: Is it done on the basis of a unit per patient, or how is it done?

Mr. Crawford: Well the doctor would issue an individual prescription or order for each resident and for the particular item required. The only dispensing is from any bulk storage to a smaller unit container going to the floor where a nurse would administer it to the resident concerned.

Mr. R. S. Smith: But the dispensing itself is not done by qualified personnel?

Mr. Crawford: Not usually in the home, no; because the dispensing in bulk is done at central pharmacy.

Mr. R. S. Smith: No; they don't dispense in bulk. The actual dispensing of the drug is done by unqualified persons, generally speaking, because what you get from central pharmacy is large quantities, and the dispensing for the particular patient is not done by qualified personnel in most of the institutions.

Mr. Crawford: Well Madam Chairman, I would submit with due respect that if the home physician handles this—

Mr. R. S. Smith: But he doesn't do it; this is the point I am try to make.

Mr. Crawford: But if he tells us he does, we have to assume that he is a qualified person, as a medical practitioner in this province.

Mr. R. S. Smith: You are telling me that the home physician is doing the actual dispensing?

Mr. Crawford: We are assuming so; this is one of his responsibilities and duties under the legislation.

Mr. R. S. Smith: Well I would think that this is specifically not the case in most institutions, and that he delegates that to another person, maybe the chief nurse or some other person, who is a member perhaps of some other paramedical group. There is a question here as to responsibility and I would like to be assured that he is doing it.

Mr. Crawford: Well Mr. Minister, we have discussed this with our home physicians, and one of the points we have emphasized is that the responsibility, the onus, rests squarely on his shoulders. As a home physician, if there is any question of wrongful medication procedure of any type, he is the one who is legally and ethically and morally responsible for any misadventure that should occur. His name and his professional qualifications are on the line; and I think most home physicians understand this.

Mr. C. E. McIlveen (Oshawa): Madam Chairman, can that same parallel not be drawn to all the medical practitioners right across the country that prescribe their own drugs? I don't do it because I can make more money practicing medicine than I can dispensing drugs. But in dispensing drugs, the boys that do I know, they take complete and total responsibility and they might tell one of their girls to give them bottle number one; and if they have a label out there they're responsible for bottle number one and the contents of that.

Mr. R. S. Smith: Well they have the responsibility, that's right. But that doesn't help anybody that gets bottle number two! The point of the matter is that the person who is doing the dispensing is not legally qualified to do it and that is the whole question.

Ask the former chief inspector of the College of Pharmacy, who is sitting beside you there. I am sure he'd be reluctant to get into this conversation, but in effect if that is the way the practitioner is operating he is not operating within the law.

If he dispenses a drug himself that is fine,

that's within his prerogative and that's his responsibility. But in a lot of cases this is not specifically what happens. The authority is delegated to someone else, even though the responsibility may lie with the physician.

It is not a question of responsibility that I bring up, it is a question of actual practice; and I understand what you are saying that even though he does that he still maintains the responsibility; but that doesn't make it right.

I am not questioning where the responsibility lies. I know where it lies. I am questioning the method of practice in the institutions; and I know that this is not the practice that's followed. I should think that it is important that some consideration be given to that.

Either put the responsibility with the people who are actually doing it, or put people in who have the responsibility to do it, who legally have that responsibility. I know this is a question not only in your institutions, it is a question, generally speaking, in a lot of the other institutions under other departments as well, particularly in the psychiatric hospitals across the province where there is an awful lot of this type of thing done away from direct supervision of the person who has the responsibility for it.

Madam Chairman: Mr. McIlveen.

Mr. McIlveen: I'd like to continue on with just this very feature—that most of the drugs that are prescribed right now are just a single name drug. They are all made up. You can take "Librax" if you want, and it's a combination of drugs. But then if a physician prescribes that, when he goes to the pharmacy he doesn't check it, nor does he check when the nurse gives it, too.

It's a single name drug; and you have to be able to delegate some responsibility. I don't say that you can carry it all through; if this was the older prescriptions that were made up with multiple items in it I could understand your worry, but I can't right now with this one.

I know if the physician in our own particular home that Mr. Crawford is talking about, if he names that drug then he gives that to a nurse or paramedical personnel; I don't see where there is any more cause for error than there is for the druggist doing it.

Mr. R. S. Smith: Except that the—I am not talking about the administering of the drug, the actual giving of the drug to the patient, I am not talking about that at all—but I am

talking about the preparation of the drug under the medical practitioner's direction from there down to the nurse who actually administers the drug.

I think that is what we are talking about, not the question of who actually hands it to the patient, because I don't question that at all. That is done by the nurse on that floor. But does she receive that drug in the form with that patient's name marked on that container and that is who it is for; or does she receive a direction from the medical director to get that and dispense it and then administer it?

You see there are two different functions and the question of the error is not usually within the administration, because by that time the person does just what she is told to do, or he is told to do. But it is a question of the dispensing of the drug itself.

I am sure the member for Humber (Mr. Leluk) would agree with me that in this there are a lot of questions as to the legality of the way it is done in many areas.

Mr. McIlveen: To get away from that, my question before was on—this is still services for adults, is that right? Can I ask the minister, if the problem that I was questioning him about earlier this year, information centres in urban municipalities—by information centres I mean is your department going to take an active part in these information centres, or make a grant; and what form is the grant going to take? Have you done any studies on it? This, in my opinion, will do more to co-ordinate all the facilities that are in a city.

If they have any type of problem that affects people they should be able to get the answers in these information centres if they are properly run. Have you done any more thinking about these?

Hon. Mr. Brunelle: Among the many reports of COGP, I believe this is one of the areas in which they have submitted a report. At the present time this matter is before our social development policy committee; we will have something on this in the month ahead.

It is an area in which it is felt there is a need for more information services. I do not know whether the member was here on one of the first few items—I believe it was the first evening that our estimates were before this committee—we spent practically all evening on the related subject matter, about delivery of community services, the need for an organized, co-ordinated approach.

So this matter is under very active review.

Mr. McIlveen: Are there any pilot areas in the province that are presently being discussed; and or on-going programmes right at the moment?

Hon. Mr. Brunelle: I believe under our research and planning branch there are studies, not necessarily being assisted by our research branch. Mrs. Etchen is the director and is nodding her head that we have such a study or studies under way.

Mr. McIlveen: Could you tell me where they are located?

Madam Chairman: Mr. Minister, I would like to tell Mr. McIlveen there is a very excellent one in Scarborough.

Mr. McIlveen: Yes, well this is what I am wondering, if they are all in Metropolitan Toronto. You see I happen to know there are a couple in Metropolitan Toronto, and we have one going in our city. I am quite sure there are probably other areas across the province where they are going on and we are paying for them ourselves and no grants are forthcoming.

I would like to know if there are any others; I happen to know the one in Scarborough.

Madam Chairman: Good!

Mr. H. C. Parrott (Oxford): Are there any in your particular area?

Mr. McIlveen: No. You are on a grant system too, on a grant from the provincial government; that is the way our own has just been established.

Hon. Mr. Brunelle: There is also the one we are doing in Peel county.

Mr. F. Drea (Scarborough Centre): That happens to be where the Prime Minister (Mr. Davis) is from, isn't it?

Mr. Parrott: Peel?

Mr. Drea: Yes, where is that?

Mr. McIlveen: When could we expect some of the results from this study, because it is really holding up other information centres in other municipalities. This to me is a very good way of tying in services that Mr. Martel was talking about earlier. It gives the basis, the start, where a person can come to the community and know what is available and how they can do it.

From my office I know I send them there for legal aid, for alcoholic problems for social welfare problems, for everything. It seems to me a good spot where we can start with people, where they can get information and earn where these things are available to them. But the people that are now supporting them just can't afford to go much further. Rather than continuing the programme, because the demand is there, they just haven't got the personnel to keep the place open enough; or even for telephone and stationery, the very essentials that you need for one of these centres.

Hon. Mr. Brunelle: What you say is very true; we hope to have that report some time this year.

Mr. McIlveen: Some time this year; I will be after you again then.

Madam Chairman: Mr. Deacon?

Mr. D. M. Deacon (York Centre): Yes. Madam Chairman; in connection with the homes for the aged branch, most of the programme this branch carries out, I think, is a tremendous credit to our province and I think they have been outstanding. But one aspect of it that only came out recently that gets under my skin is this "Senior Citizen Week" promotion and how that is organized and developed.

It seems to me like a tremendous lot of propaganda going out, and I wonder is that designed by the senior citizens council or something of that sort? What benefit is foreseen in that particular programme?

I got some sheets that were run off and I think they would cost a dollar and a half each to produce, I just can't see what we are doing with that promotion.

Hon. Mr. Brunelle: Our home for the aged branch—I will ask Mr. Crawford to comment on this—I believe we do work closely with the Associations of the Homes for the Aged. I was involved in this last year in my own riding and it was very well received by the senior citizens. This year they are looking forward to it. They have a regional meeting in Kapuskasing of all the homes for the aged and they are bringing in quite a number from the area.

Mr. Martel: What about those people out in the community at large? It is beneficial for those, I would suspect, within the confines of a home.

Hon. Mr. Brunelle: Well not necessarily just those, Eli, also there are senior citizens groups that are participating. My understanding is it is not just the residents of the homes for the aged but senior citizens groups and so forth, and maybe your whole area group from North Bay.

Mr. Martel: Providing there is an area where senior citizens congregate. Again you speak about it in your reports, but how many of those community centres are there across Ontario for senior citizens?

Mr. Deacon: Well perhaps what I would really like to have, Madam Chairman, is some explanation of the objective that is set for this week. I can see many activities we want to improve in this work, but is this actually the way to achieve it, and the best way to achieve improvement?

Hon. Mr. Brunelle: Mr. Crawford will speak on that, Mr. Deacon.

Mr. Crawford: Madam Chairman, the history of this week goes back several years. Two or three senior citizens clubs in different parts of the province began to designate time of special opportunities and programmes of their own. Sometime about 1963 the United Senior Citizens of Ontario, one of several voluntary groups of senior citizens, undertook to sponsor this week in June. They had it in the earlier part of June; and then at the request of the city of North Bay Golden Age Club, which felt that it was still too cold at the beginning of June, they moved it to roughly the third week of June.

When the select committee of the Legislature on aging was meeting, two briefs were submitted; one from the United Senior Citizens of Ontario, urging that the province officially proclaim this week. So that at the request of the United Senior Citizens of Ontario, one of the recommendations of the select committee endorsed by all parties represented, was that this week be proclaimed.

Subsequently the former chairman of that select committee, Mr. Alex Carruthers, introduced a bill; but there has not really been by any enactment of the Legislature. It was picked up by a former minister of this ministry, and again this year by Mr. Brunelle. The week has been proclaimed with the aim of promoting greater awareness of the needs of senior citizens, as well as of their abilities; and of honouring and recognizing senior citizens who have contributed

to the development and growth of our province.

Now, on the advisory committee that drew up the propaganda—and some of it may be quite colourful—we have representatives of senior citizens' groups, as well as of professional and other organizations outside of government who are interested. They have all been involved in planning.

We have had some criticism about, say, the colourful poster, but we have also had a lot of praise. One elderly lady said that she was glad it had colours rather than black and white, the usual drab shades. There are over 600 senior citizens' clubs meeting in this province, in church basements and halls, as well as in formal centres.

The information we have is that there will be 200 or 300 community activities during that week; some large, some small. Not only older people, but young people and civic leaders, church leaders, and other will participate. So I think that the aim is really to alert all of us to both the needs and abilities of the aged; and I believe that this year it will be even more successful than last.

Mr. Deacon: Well, Madam Chairman, as Mr. Crawford knows, we have quite an active senior citizens' organization and facilities in our community of Unionville, and some others around there.

But I just wondered whether the actual publicity and everything like that was generating a benefit. I am sure that it is if it is being directed by the senior citizens' council. I just wanted to be sure they were directing the use of those funds and it wasn't something we were imposing on them as something we consider best for them.

Madam Chairman: Thank you Mr. Deacon. Mr. Handleman.

Mr. S. B. Handleman (Carleton): Thank you, Madam Chairman; it seems to those of us who are new around here, Mr. Minister, that there are a number of grey areas in your department that seem to extend over into other ministries. I am thinking of health, education; and last night we heard correctional institutions.

In an attempt to try and relate it to the social development policy field, the member for Ottawa West (Mr. Morrow) and myself held a meeting a few weeks ago with your officials and the Provincial Secretary for Social Development (Mr. Welch). Unfortunately, you weren't able to attend.

We were trying to establish the correct ministry for a particularly innovative programme developed on a local basis by a group of people in Ottawa. That was the rehabilitation of discharged mental patients. These are not mental patients, therefore it is not a health matter. They are discharged, but they are not ready to be discharged back into the environment from which their original emotional problems sprang.

The trustees of the Royal Ottawa Hospital and the Rehabilitation Institute have proposed a half-way house, which is a residence. It is not for treatment; there will be no professionals involved. We understood that it might come within the Charitable Institutions Act; that might be a place for its funding.

They have raised some of their own seed money for what appears to be an innovative programme. They weren't able to find another one in the Province of Ontario. They found one that they are using as a pattern in the Province of Quebec; which is provincially-funded.

Now we understood that would be looked at, or was being looked at, in the social development policy committee. Where does it belong, Mr. Minister?

Hon. Mr. Brunelle: Mr. Handleman, are these people retarded or disabled?

Mr. Handleman: No, no! They are discharged, cured, former mental patients.

Hon. Mr. Brunelle: I see—

Mr. Handleman: The hospital can no longer do anything for them. They are ready to go home, but the readmission rate may be very high if they are sent directly back into their home and family environments. The idea here is to provide a half-way station for them on a temporary basis, in a residence where they will not be subjected to the home environment.

Hon. Mr. Brunelle: Yes; well at the present time, Madam Chairman, there is assistance under the Charitable Institutions Act for both capital grants for construction, and also for operating grants.

However, it has been brought to our attention very forcibly in the last few months that in view of the large number of these persons who are coming back into their own communities, and rightly so, the present provision of the existing grants may not be adequate.

That is why this matter you referred to Mr. Handleman, brings in the Ministry of

Health and the Ministry of Colleges and Universities. It is a matter before the social development policy field. I believe it is one of the main recommendations in the Williston report that there be group homes and more financial assistance be given for the accommodation of those persons.

Mr. Morrow: If I may interject, Madam Chairman, Mr. Welch was at the meeting with Mr. Boreczak because this was an innovative thing in the social development field. We felt that since he was supposed to be doing the thinking for the social development field, that he would be the one that we should bring to this meeting. Now, I don't want to sound parochial in this matter, but I hope that the minister will be able to follow this matter up, because it is a—

Hon. Mr. Brunelle: Yes.

Mr. Morrow:—very worthwhile thing. Because as Mr. Handleman has pointed out, there are many, many of these patients whose family setting isn't satisfactory for immediate integration. Therefore, they keep coming back to the Royal Ottawa. All the medical people, the psychiatrists particularly, are very enthused about this project after looking over things in Montreal. They see the need for this sort of back-up facility for all of us right in Ottawa.

It is a matter of funding a building to provide this sort of a family setting in a half-way house. So it is an innovative feature that I think deserves a great deal of consideration. We would appreciate the minister keeping his finger on this thing and perhaps coming up with a new policy on this that could be applied across the province.

Mr. Handleman: I think there is a great deal of concern, too, among the local groups regarding funding. I don't think they are asking for 100 per cent, because they have the site and they would have a great deal of the planning done.

But along with the funding seems to come an element of regulation and control; and they look on this as a very informal residence. People just live there. They go out to work and come back there to sleep at night. They may help around the place in the maintenance of the building, keep the grounds clean; that type of thing. But they are not looking for professional in-put. The hospital is there; it is on the hospital grounds in this particular case.

It seems to me the opportunity to provide

a pilot project for the study of this kind of procedure in an area outside of Metropolitan Toronto or London, or Peel.

While I am on the subject of innovations, there is another matter which again extends into the social development policy field, but I can't really say to which department it belongs. That is the field of behaviour modification.

We have behaviour problems which are not psychotic, they are not neurotic, and yet they can be modified in both adults and children—although I know children aren't involved here—by forms of psychotherapy that are not medical treatment. Apparently there is not a behaviour modification clinic in the Province of Ontario where we can test this kind of procedure, which is apparently now accepted in the field of clinical and applied psychology. I was wondering if this type of thing has ever been proposed for discussion in the social development policy field?

Hon. Mr. Brunelle: Not to my knowledge, Mr. Handleman. But it is an area that definitely comes under—

Mr. Handleman: Perhaps I might outline my thoughts on this and just put it to one of the ministers in the policy field and see if it can be brought forward.

Hon. Mr. Brunelle: Yes, it certainly will.

Madam Chairman: Mr. Smith.

Mr. R. S. Smith: On that same question, with regard to the half-way house and the programme that the member was indicating. Over the past year has there not been a special committee of people from different departments who have been looking at this whole area of grants on the per bed basis; and as well the per diem grant for people who are in this type of setting? There is your area; there is Health; the Addiction Research Foundation has had some in-put in regard to halfway houses for alcoholics, there are juvenile delinquents under correctional services. Has there not been some interdepartmental committee that has been looking at this whole area and attempting to put this all together in one type of programme that can be administered from one central area. I understood this committee was an ongoing thing. I thought Mr. Crawford was a member of that committee.

Hon. Mr. Brunelle: Madam Chairman, Mr. Smith mentioned two or three things.

First, I would like to mention that as far as the grants are concerned under the Charitable Institutions Act, legislation was amended in the last month whereby instead of being specified in the legislation this will be done through regulations. Just through regulation now we can increase both the capital grants and the operating grants. There is a committee, that I believe Mr. Crawford is on—an interdepartmental committee with the Ministry of Health, ours and others—with reference to the question of half-way houses.

Mr. R. S. Smith: Which would include the programme that the people from Ottawa are putting forward, in that whole general area?

Hon. Mr. Brunelle: The one that Mr. Crawford is on for halfway houses is on alcoholism, but Mr. Borczak has advised me that there is another one on examining costs.

Mr. Morrow: I think the correctional institutions—

Hon. Mr. Brunelle: Pardon?

Mr. Morrow: Do correctional institutions not have something going also, Mr. Minister, with regards to halfway houses?

Hon. Mr. Brunelle: Yes, I believe they are part of that task force also.

Mr. Morrow: But this is really innovative in the mental health?

Hon. Mr. Brunelle: Yes, yes!

Mr. Morrow: And they have been taking a look at it from the Province of Quebec and that scheme is rather innovative down there. They have just started it and this is a sort of a copy of their set-up that the Ottawa people are looking at and would like to emulate.

Mr. Handleman: Yes, they quote a very, in our view, optimistic readmission rate as between the halfway house and the direct discharge to the home. I think the people who would be admitted to a halfway house would probably have a low remission rate in any case and I don't think it is quite fair to accept those figures. We didn't accept them carte blanche.

But certainly there must be some improvement on remission. It would be a money saving venture and something like our idea of having rehabilitation or convalescent homes rather than active treatment hospitals. I

think it is along the same line and eventually, sooner or later, that programme should show financial savings as well as being a good innovative programme.

Mr. R. S. Smith: Well the Ontario psychiatric hospitals themselves have had half-way houses in the community where they have placed people on their way out.

Mr. McIlveen: Those are private homes though.

Mr. R. S. Smith: Oh yes, they are private homes, and the people still are considered patients or wards of the hospital.

Mr. Morrow: But they don't have the back-up facilities of the hospital and so on there, if they really need readmitting.

Madam Chairman: I don't like to interject, but again we do have one in Scarborough which has the back-up of the hospital.

Mr. McIlveen: Madam Chairman, may I ask the minister, is the half-way house concerned with juvenile drug problems or young people's drug problems? Does that half-way house come under your jurisdiction as well? We have one and—

Hon. Mr. Brunelle: It does. To be specific, we can discuss it here Madam Chairman but this would be under the next vote—children's Institutions. Item 4 agreed to.

Interjection by hon. member.

Mr. Martel: We didn't give the bill, the way it came in, enough discussion. Simply, we didn't have time and we didn't want to delay the passage of the bill with providing the extended care. Maybe if we had had time we could have got into the discussion on qualifying for the extended care, how people qualify or what the criteria is. Probably Mr. Crawford or someone could indicate to us how one qualifies for the extended care in the old people's home or in the private sector.

Hon. Mr. Brunelle: Well yes; you are referring to the criteria for the medical qualifications.

Mr. Martel: No, the new admission where the government would pick up say \$9 of the cost in an old folks' home. What are the criteria for that?

Hon. Mr. Brunelle: There is a needs test and—

Mr. Martel: That is what I am looking for.

Hon. Mr. Brunelle: There are many needs tests. In order to qualify for assistance under the Canada Assistance Plan, there has to be a needs test.

Mr. Martel: What criteria have we established though in Ontario? What are the minimums or the maximums, for let's say an elderly person for an admission to an old folks home and looking to obtain some type of coverage or financial assistance before you simply threw yourself at the mercy of the local welfare office if you didn't have the money? You could talk your welfare administrator into providing assistance, providing you were penniless. But what are the actual criteria? There must be some guidelines.

Hon. Mr. Brunelle: Madam Chairman, I would like to ask Mr. Crawford, who is very knowledgeable on this.

Mr. Crawford: Well, Madam Chairman, the applicant or the family of the applicant would indicate what their income was and the sources of income. The minimum amount they may retain, if they have limited resources, would be \$25 a month for pocket money or a comfort allowance. The balance would be available to pay the daily rate of maintenance.

We are talking here about all types of residential as well as extended care. In terms of property, if they have property there may be some arrangements made whereby if someone else is living in it, let's say one spouse, then that spouse would be allowed to remain there and one other member of the family unit would be in the home for the aged.

However, where there is just a single person or both husband and wife were in the home for the aged, an arrangement may be made by the municipality or the charitable corporation at this time, to place a lien on the property. They would collect from the estate later against this, or they may ask that the property be disposed of and the assets realized put in trust; other liquid assets might also be placed in trust. Again there would be an amount of assets left that could be for personal use.

About a year and a half ago, we freed this amount. We had set something like \$500 a year; and we have now left it to the boards and municipalities to float that figure as they see fit, depending on differences among areas. We have not set an asset figure that people may retain. We only question that if they

allow people to keep, let's say, a sum of \$50,000 or \$40,000, we consider that's perhaps a little unreasonable since the rest of the taxpayers would have to pick up part of the costs.

In extended care, of course, the person only has to pay \$3.50 a day, so the balance of their income would then be available for their own use.

Mr. Martel: Well there would be a means test too, would there not?

Mr. Crawford: It is a mixture, really, of means test and needs test, because the assets are taken into account. There is the other question of determining eligibility on medical grounds for extended care. This is based on the fact that applicants are insured under the OHIC plan and have been so for at least one year. In terms of a check-off list of their abilities, physical, mental, neurological and other special care needs, they should need at least 1½ hours of registered nursing care a day. This is determined by a joint approach with the Ministry of Health.

Mr. McIlveen: Madam Chairman, can I just question that particular problem? This 1½ hours a day of nursing care seems to me a big bone of contention, because what one person considers needs 1½ hours a day, other people get up and do it themselves.

I have one dear old lady who's in Hillsdale Manor, our latest home for the aged in Oshawa. She's 82 years old; she's got a colostomy and she takes two hours a day doing that herself. If she had a nurse do it, it would take a nurse two hours a day. She has bilateral cataracts; she has osteoarthritis; she's got congenital heart disease and a multiplicity of other medical conditions that she never could possibly look after herself outside some institution.

Yet, she will struggle and get up and do her own colostomy, look after her own eyes. If she wanted to, she could sit back and let you do this. She could let a nurse take four hours a day to look after her and collect \$9 a day. Because she's willing to do it herself and work for it, we don't pay for it.

I'm after the Minister of Health about this problem right now, this particular one. I'm quite sure there must be many more people across the province who should fit into this category. I don't agree at all with the way that we're choosing them now.

I'd like to—

Mr. Morrow: It's a matter for the policy people.

Mr. McIlveen: Yes. I'd like to have the minister take this back to the policy field rather than putting the onus on the patient to prove need. If they have certain problems, that problem should be so many points, rather than our depending on whether they're willing to do it themselves or have it done for them. That seems to me to protect the lazy. If the lazy want to sit there in the bed and say, "Okay, you do it for me," they get paid for it. If they get up and they want to struggle and do it themselves, they don't get paid for it. It seems to me unfair.

Hon. Mr. Brunelle: That's a very good point. We'll certainly take it up with the Ministry of Health. As you are aware, they are the ones who more or less pioneered the extended care service and we—

Mr. McIlveen: I know and I've got him now. If he hadn't a cartilage out of his leg I'd be on to him about this one. In my opinion, she needs four or five hours a day of care. Yet, because the dear old soul wants to get up and she wants to struggle around, despite her arthritis, just so she keeps moving, she's paying out of her very meagre savings that she's had over a lifetime. Pretty soon it'll all be gone back to the government, which I don't really feel it should be.

Hon. Mr. Brunelle: Go on!

Mr. R. S. Smith: Doesn't the form that the practitioner fills out ask the question, does she require it?

Mr. McIlveen: No, it's does she require nurse's care. If the nurse doesn't do it, if she does her colostomy herself, which is—she had cancer of the bowel and a colostomy.

Mr. R. S. Smith: I looked at the form at our home for the aged and I talked to the home doctor who was going around doing all the examinations. I thought if, in his opinion the patient required 1½ hours nursing care per day, they would then qualify. The question wasn't put in such a way as did she actually receive the 1½ hours.

Mr. McIlveen: I saw our own physician, Dr. Stocks, in Hillsdale Manor. He looks after all Hillsdale Manor. He said if you can tell this lady to sit back in bed and make the nurses come in and do the colostomy, right on that point alone she qualifies for extended care. But if she wants to get up and do it herself, she doesn't. This, to me, is a bad policy.

Mr. R. S. Smith: It should be whether she requires it or not.

Mr. Morrow: That's the way he interprets the questionnaire.

Mr. McIlveen: He says there are many in the same institution who would qualify for extended care if he had his way.

Mr. R. S. Smith: I understand, from the way I read it, that it was a question of the doctor's opinion as to requirement. If it is that, I should think that if the doctor was of the opinion it was required, whether she actually performed it or whether the nursing staff performed wouldn't matter. I may be wrong on that.

Hon. Mr. Brunelle: Madam Chairman, as I indicated earlier, I'll be pleased to take this matter up with the Ministry of Health. This is, as you know, a relatively new programme, and no doubt there are many areas of adjustment. It certainly looks as if this one needs to be reviewed.

Mr. McIlveen: This present one is coming back for an appeal now, and that's why I wanted to do a little preliminary work on it first. If the appeal goes through under the same set of guidelines, they'll just be turned down again. That's why I wanted to bring it up here.

Mr. Martel: I can see why Mr. Drea said yesterday that doctors don't know how to fill forms out—

Mr. R. S. Smith: I have a question in regard to—

Mr. Martel: You cut me off in full flight, but go ahead.

Mr. R. S. Smith: I thought you were just interjecting.

Mr. Martel: I was just warming up again.

Mr. R. S. Smith: I have a couple of short questions in regard to the transfer of people from one home for the aged to the other. What is the policy now in regard to this? There's always a continual problem in this area as to eligibility to be accepted in one home; perhaps for some family reason, or in many cases a language difficulty, there's a request to transfer to another home. What is the policy now in regard to this matter?

Hon. Mr. Brunelle: I believe the homes for the aged boards and the administrators of the homes have a lot of discretion in this matter. From my own experience in my area where we have two homes, I haven't encountered such problems.

Mr. R. S. Smith: I am concerned in regard to the transfer of people, particularly on the basis of language. We have two homes in my area, one at one end of the riding and one at the other. One is a home in which English is the predominant language and in the other French is the predominant language. I have had people come to me in regard to this.

It's much easier for the person who speaks only English to be more at home in a home where English is the language of conversation. Conversely, it's easier for the person who speaks only French to live in that home where the language of use is French. Because these two homes are in different areas of the district, they don't accept people from the other area without a transfer agreement between the two. There was some difficulty there. As I understood it, there was some solution to this, but perhaps—

Hon. Mr. Brunelle: Mr. Crawford will comment, Mr. Smith.

Mr. Crawford: Madam Chairman, I think we, from the province, use our good offices to try to bring boards and committees together but there has to be some local give and take. I think the ease of transfer can be as easy as the local parties want to make it.

In some areas of the province a county and a city have reciprocal gentlemen's agreements. When one home has a vacancy they'll let the other group know and take a resident who needs accommodation right at that moment. Unfortunately, between Sturgeon Falls and North Bay there have been, on occasion, prolonged discussions at which we've sat in, Mr. Smith and—

Hon. Mr. Brunelle: Often other areas.

Mr. R. S. Smith: I disagree there.

Mr. Crawford: I would say, Mr. Minister, that we are able to facilitate this but we do have to have some help and some initiative locally.

Mr. R. S. Smith: Right, and I understand that, perhaps as well as you do. There's the question of differential in the amounts of money, too. They like to hang their hat on this as a reason for not being able to agree. The rates in both homes are different. They get into this as well. I really don't know what the solution to that is, because they wanted to charge one fourth back, and all this kind of thing, for the differential.

Mr. Crawford: The only thing we can say, Madam Chairman, is that for the provincial

share, regardless of their local rates, or costs, we will pay our 80 per cent or 70 per cent.

Madam Chairman: Mr. Martel.

Mr. Martel: Just on that transfer payment. You know, the more you sit here, the more you just keep thinking of problems that keep coming up—just on transfer. Within the last two months, one man has been transferred in his job, his family has been moved to the Sudbury area, and his father is in a home in Fort William. No way can they get in.

Within the last two weeks, I have had a family come to see me with regard to bringing their mother—it's an Italian problem—from up around Kirkland Lake to the Sudbury area. To show just how critical this bed shortage is in Sudbury, there is just no way that Ken McRae can find, or even hope to find—because of the waiting list—of even getting these people in.

As he says, and he is quite correct, the people in the various municipalities around Sudbury built those, and it is on a first-come basis. If you don't give it to the people who paid the taxes towards establishing them, then you are going against the very people that built it. Yet how do we accommodate those people who transfer, through their jobs and so on, and try to keep their parents close to them.

As I said last night, the situation in Sudbury is pretty dire. I just throw that in. As we sit here and talk, Mr. Minister, we can all think of all kinds of problems.

With the old folks, we are talking about a programme for a week; and you know it always bothers me. In Sudbury we run a telethon every Christmas and we raise \$25,000 for kids for Christmas Day and forget about them for the rest of the year. We do this with the one week for the aged, I'm afraid.

I have a doctor in Sudbury who has now been trying—and I have been writing on his behalf, for the last six months to the Minister of Health! it actually comes under this programme too—he is trying to get a van, a mobile van with a lift on it, to take convalescent patients, chronic patients, out for picnics, and so on, in summer. And you know, this government won't give one cent for the purchase of a van to give people who have been confined to a hospital for five full years; downstairs in the basement at the Memorial Hospital where there isn't even a window. Some of those people that Dr.

Prince took out last summer on a picnic, had not seen the light of day in five years.

We have a local campaign going now, because all governments have turned us down. We have enticed one large local union to participate. The other social agencies, clubs and that, did not respond to my letters, outside of the United Steelworkers, who are presently making a drive to raise \$8,000 to buy a type of bus, with a lift on it, to get these people, who are confined to bed and could be put in a wheelchair, lifted into this and taken out to a provincial park for a nice Sunday outing.

You can get people who are mobile in the system. But here is a worthwhile project, Mr. Minister, and yet if it falls short, if the Steelworkers fall short of raising \$8,000 for Dr. Prince, where do we go in this government to extract a couple of thousand dollars to buy such a type of van? The good doctor will be bringing his Oshawa team to Sudbury next year. We could be taking crippled kids, with that type of a bus, to a hockey game at the arena.

Mr. McIlveen: I wouldn't for the first couple of years, because you won't be within ten goals.

Mr. Martel: Well now, you know the heartland of raising hockey players is northern Ontario, and we are going to clobber you the first trip round; and I'll be there to watch it.

Mr. T. P. Reid (Rainy River): What's going on here, Madam Chairman?

Mr. Martel: It is so worthwhile. We could use it for crippled kids, we could use it for these patients who can only go out in summer. Boy, what a worthwhile project! And yet, if the Steelworkers fall short of their goal, so does Dr. Prince's dream of getting these people out on a frequent basis during the summer months. And he could do it for all the hospitals—the three hospitals in Sudbury—and for some of the crippled kids who can't ever get to a hockey game. We could just drive right up to their home on a Friday evening, and put seven or eight of them in a bus, and take them down to the arena. Is there any way possible to extract a few dollars?

Madam Chairman: Mr. Beckett, do you have a comment?

Mr. Martel: I don't want to leave it yet.

Madam Chairman: No, we are not going to leave it.

Mr. R. B. Beckett (Brantford): On this point, I believe that your department does make a grant up to 50 per cent of the capital cost of such a vehicle to senior citizens' homes. I know in my own municipality, if the senior citizens' home is not using the vehicle for the use of its own people, they do make it available for causes such as Mr. Martel has been pointing out. This has been in effect I believe for some months—a 50 per cent grant towards capital cost.

Mr. Martel: Could you get me some documentation on that, Mr. Minister?

Hon. Mr. Brunelle: I'll send you a letter on that, Mr. Martel. Under The Homes for the Aged Act we gave a 50 per cent grant to the municipal home in Windsor to purchase a vehicle for the use of the aged people in the home.

Mr. Martel: This would be outstanding. We could work it very easily with Ken McRae, I'm sure, and Dr. Prince. We'll work it if I can just get the documentation. We just didn't know it was there.

I had written to the Minister of Health—in fact, I wrote him two or three times, each time more frustrated than the time before. When I get frustrated—

Mr. Reid: What happens when you get frustrated?

Mr. Martel: Sometimes the edges of the tape burn up! They didn't give us that information, and I'd be delighted to receive it and pass it on.

I'm going to put a funny case to you, Mr. Minister. I showed it to my friend from Nipissing, and he said the man involved is a quack. Yet here is a report of a field worker of yours. It deals with an elderly person. The field worker of yours writes the following report, regarding Mrs. Bedard.

Application was taken the 10/2/72. Mr. Bedard receives \$135 a month old age assistance and \$26.50 Canada Pension. FBA is not granted, or not in very significant amounts. However, the small amount which Mrs. Bedard may receive from FBA will not solve her problem.

Mrs. Bedard has the worst case of arthritis that this field worker has ever seen. She has had arthritis for 21 years. Last year at this time she could not walk. During the past she has spent thousands of dollars on would-be cures, drugs, and travel to clinics. Last year she heard of one—

And the good doctor will jump as did my druggist friend—

A doctor Robert Lifeman.

A quack, apparently, in Montreal.

Arrangements were made for consultation and Mrs. Bedard spent three days at his clinic. When she left she was in a wheelchair. A week later she was able to walk again. With each additional week her pain lessened. This astonishing cure was accomplished through a special homemade tonic, patented by Dr. Lifeman. The problem is that this tonic is extremely expensive. For one year the tonic, alone, has cost \$880. It is also not approved by the medical profession and the druggists, who frown on Dr. Lifeman, and yet—

Mr. McIlveen: Did it come out of the LCBO?

Mr. Martel: I actually have the history of the man here. It was also supplied to me by your department. I don't give a damn where the man comes from, whether he is a quack or not. If the woman was confined to a wheelchair, and no longer is, and if the woman can now walk, and is, to a great degree, free of the pain which existed, I don't care if it's approved.

If these are the results, as reported by your own field worker, then it seems to me we have to find some assistance for a person like this, to get it.

I know the medical profession will frown. I know that druggists will frown. The point is if the woman is helped I couldn't care less what the doctors' think, and I couldn't care less what the druggists think, Dick.

Mr. R. S. Smith: He is a robber, let's face it.

Mr. Martel: Oh, he's a robber? Call him what you want. The point is the woman is helped and I don't think \$880, because of the limited amount of money, should stand between her being able to walk and get around, relieved greatly to some degree, as reported by your own field worker who knows the woman. I forget about it to be quite frank. I should have brought it up under the FBA, but it looks a good place under service for adults. You have to know the angles, doc. You see, he throws his hands up.

Is there any way we could get someone in your department to take a look at this?

The Minister of Health won't. The Prime Minister is reviewing it but in his review, he refers me back and says, "I am talking to the Minister of Health." But the Minister of Health also said, "No, we are looking into it." No one wants to give the money necessary. As I say, I don't care whether the doctors like the cure or whether it is not a cure or whether it's in her head, but if its helping her to walk and get out of a wheelchair, and if its helping her to be relieved of pain, then by God \$880 shouldn't be what's separating that woman from that type of relief and the ability to walk and not be confined to a wheelchair full of pain.

I would ask your department if they will really look at some way of providing the drugs for this woman.

Mr. McIlveen: I would like to have the member for Sudbury East in my office for about three weeks and we could sure see some wondrous cures.

Mr. Martel: This is from the social worker who has seen this, my good friend from Oshawa.

Mr. McIlveen: We could load a few for you.

Mr. Martel: This is the field worker from the minister's department who makes the report. I am quoting the report verbatim. What is the number on here? It does not have a number, but that is your form. It comes from Mr. Belanger's office in Sudbury and from your field worker.

Hon. Mr. Brunelle: We have to be guided, I think you will appreciate, by medical people.

Mr. Martel: The medical profession has never been known to be the most progressive people in the world at times.

Mr. R. S. Smith: In regard to this—

Mr. Martel: I have it. I give the minister my file! He can send it back to me, okay? He can look at it. I know it is late and is under the wrong plan, but I thought it was worthwhile putting it on the record to see if you could do something.

Madam Chairman: Shall item 4 carry?

Mr. R. S. Smith: I am sure the minister would be disappointed if I didn't have a few questions, and I know Mr. Crawford would be too, in regard to the Elderly Persons Centres Act which I have been dealing with

for perhaps a year and a half or two years on behalf of the group in my area which has been trying to qualify for capital grants. We have been up and down and it has been accepted and it has been turned down. It has been all around for at least 18 months, and up to this time there has been no definite decision made.

Meanwhile, the group which has been raising a considerable amount of money on its own is fast losing its initiative and its interest due to the excessive delay and the problems it has had. I know, and I have discussed this with the minister on perhaps three or four occasions, with his predecessor on three or four occasions, and other ministers as well who are involved. But I won't talk about that specific case because I hope that there will be a solution to it shortly. But I would like to speak in generalities about the amount of funds for capital construction that are being made available. Last year there was \$150,000 and this year there is \$150,000.

Mr. Martel: That is for tents.

Mr. R. S. Smith: If we are talking about The Elderly Persons Centres Act, I would think that the average cost across the province would be far in excess of \$200,000 per centre, just from the three or four I have looked at, and perhaps much higher than that. So, on the formula that is laid out in your Act, your contribution is 30 per cent, the municipality's is 20 per cent, and 50 from the organization, or if the municipality is doing it itself then its share becomes 70 per cent.

I bring this up, not to try to pin the minister on this, because I know he feels the same way that I do, that there is not enough money there really to do what the Act says it is going to do across the province. I would like him to bring this again to the social development council or committee and explain to them that if you are going to put out an Act and say it is operable, you have to put the money to go along with it. Obviously, this has not been the case over the past year.

I would like to ask the minister, though, specifically in regard to this amount of \$150,000, what commitment has been made on that amount up to now for this year? Maybe he can comment if he has some news for me in regard to the specific one that I have been interested in.

Mr. Martel: If you are asking for a grant, you have got it.

Hon. Mr. Brunelle: Madam Chairman, first—

Mr. R. S. Smith: We have had it and had it taken away, and back and forth.

Mr. Martel: Give it to him!

Hon. Mr. Brunelle: In view of the important role that these centres play, I think there is certainly a lot of merit in the amount of the increase from the present \$150,000. Specifically, with regard to the centre that you have brought to our attention, the Golden Age Elderly Persons Centre in North Bay, I am advised that they have agreed to enter into an agreement with OHC. As far as operating grants are concerned, we are prepared to provide the operating grants. I believe in the regulations there is a maximum of up to \$30,000 or \$15,000 for rent.

Mr. Crawford: For rent.

Mr. R. S. Smith: There is no question about the operating grants. I am not concerned about that.

Hon. Mr. Brunelle: I understand that the Golden Age club has come to an agreement with Ontario Housing Corp. They are quite satisfied.

Mr. R. S. Smith: What about the capital grant in your department? This is what we are talking about.

Hon. Mr. Brunelle: There will be an annual grant from our department. We will be paying rent to the corporation.

Mr. R. S. Smith: Is this a new agreement that has been reached today?

Hon. Mr. Brunelle: In the last day or two. Mr. Crawford can give details.

Mr. Crawford: Madam Chairman, we received a letter from Mr. Babcock, written I believe Monday.

Mr. R. S. Smith: And he withdrew his request for a capital grant?

Mr. Crawford: Yes, he indicated that they had decided, in view of the fact that we couldn't make the capital grant to their club, and couldn't make it because they didn't own the property, and that we couldn't make it to OHC because OHC is another government agency, that they would manage, with the differential that OHC has raised, from, I believe, CHMC and the bank loan and their own funds and the equity in the property, to

go ahead on this basis and start construction fairly soon.

Mr. R. S. Smith: I am not even going to discuss it any further, because the treatment that they have got in regard to this matter from this department is almost beyond belief. There were commitments made of the contributions by the previous minister, in a speech in North Bay and by letter. There was a commitment made by the minister in charge of Ontario Housing Corp. that there would be changes made within the regulations that would allow the capital grant to be made.

Everybody went forward on that basis, and all of a sudden, in November, this disappeared.

Mr. Martel: The election is over.

Mr. R. S. Smith: Well, I am not commenting on that.

Mr. Martel: That's what it is.

Mr. R. S. Smith: But I'll tell you this. There were meetings with you following that, Mr. Minister, in which there was to be some look at this whole situation again to find a method by which the capital grants could be made. There obviously are areas of change that could be made very simply to allow for the capital grant. In spite of the commitments that have been made, as far as I am concerned there has been no real change in the position that has been taken since last November. Those people have just been led down the garden path.

Hon. Mr. Brunelle: Madam Chairman, I believe that the minister of the day who made that statement in North Bay made it in good faith. However, I believe it was held, subsequently, that it would not be appropriate for two government agencies to be making grants—Ontario Housing and also our ministry. The meetings that were held subsequently in my office were pursued. I believe by this latest arrangement it was felt that they would like to commence construction soon. The Golden Age club is agreeable and we are prepared to provide assistance for both rental and operating grants.

Mr. R. S. Smith: I realize that this letter was forthcoming as you would likely be well aware. The reason they are going ahead is that they have been waiting now for a final answer for some two and a half months from the time we had the meeting with you in your office in February. The fact is that Ontario Housing Corp. has indicated to them

that unless they are prepared to withdraw their request from you people, the whole thing has to be put off and can't go ahead this year.

Their backs are against the wall. It's a question of whether they go ahead now and raise the funds that should be the province's responsibility, or otherwise they will see the whole thing go down the drain. As you are well aware, in this type of organization there is only so long you can keep people up and going ahead on a project like this, where they have to raise considerable amounts of money. They have been, to use some colloquial expressions, run around the block for 18 months now and they have just run out of steam. They have decided to take the less strenuous of the two paths that are open to them.

But I don't believe that they have actually requested by that letter to have their request for the 30 per cent provincial share done away with. They are doing this only to get the thing going, and as far as I'm concerned they are going to be back for their 30 per cent share before it is completed. I am certainly going to keep pushing you and the department in regard to this, because it is not only a question of the \$75,000, it is a question of the commitments that were made to them and which they accepted in good faith.

Beyond that there is the question of the sale of their property to another agency of this government at much below market value, which they can't get out of now even if they wanted to. OHC has their property below market value, and not only have they lost the grants here, but they have also lost out on the sale of their property to OHC.

So there are a number of things involved in this, and you can't just simply say that we can't transfer funds from one department of government to another, because there are ways that it can be done, there are administrative ways and changes within the regulations that would allow that.

Whether you take from the letter that has been received that the matter is closed or not, I don't consider it closed. I'm certainly not going to leave it there, and I am sure they are not either. You told me two weeks ago that this matter was being investigated as to a greater contribution through the mortgages from CMHC, and that is not an OHC contribution of \$50,000, it is a mortgage—it is a part of the CMHC mortgage.

Mr. Martel: I just don't believe that this government is renegeing after a commitment. When was that speech made by the way?

Mr. R. S. Smith: Pardon?

Mr. Martel: When was that speech made?

Mr. R. S. Smith: It was made during senior citizens week in North Bay.

Mr. Martel: That fairly closed it out.

Mr. R. S. Smith: Do you have any further comment Mr. Minister?

Hon. Mr. Brunelle: Well I was just asking Mr. Crawford and there was—OHC as you know obtains a lot of its money from CMHC—

Mr. R. S. Smith: All of it.

Hon. Mr. Brunelle: —so there was considerable consultation with the two agencies and this agreement came out of this proposal in conjunction with the two agencies. And again I would like to reiterate that apparently the Golden Age Club have agreed to this.

Mr. R. S. Smith: They have agreed to it because they have been told that if they don't agree to it, it is not going ahead. What kind of an agreement is that?

Hon. Mr. Brunelle: Well it must be a very favourable agreement. I don't know if the case in Thunder Bay is similar, but Thunder Bay has an elderly persons centre whereby it is a leased arrangement and a very favourable one, and the leasing—

Mr. R. S. Smith: But that is different—there is a municipality involved. It is not a club involved and that is where the problem comes in. That is a municipality and you are dealing directly with the municipality there.

It is an altogether different situation than you have dealing with a club. The problem here is that you can turn the funds over to the municipality who have involvement in the building, but you can't turn it over to the club who would then turn it over to the Ontario Housing Corp.

Hon. Mr. Brunelle: I am advised that there is no capital in Thunder Bay either.

Mr. R. S. Smith: Where are they raising their capital? The municipality is raising the total 70 per cent?

Mr. Crawford: Mr. Minister, in the city of Thunder Bay, OHC is covering most of it, but they are getting a grant or payment into this from the city of Thunder Bay.

However, there is no 30 per cent grant under the Elderly Persons Centres Act. We will reimburse the municipality for operating and maintenance, under a rental agreement whereby they lease back from OHC the centre for seniors within the housing complex and city.

Mr. R. S. Smith: Up to \$15,000—that is included in their operating costs.

Mr. Crawford: That's correct; and then the special programmes grant is another \$15,000, which would give them a maximum of \$30,000 a year if they needed it.

Mr. R. S. Smith: But they are still going to have to continually raise a lot of money to cover their lease, their agreement, because it is not going to be covered by your branch.

It is a different situation. The whole situation here is a question of an administrative favour between the two departments, and that's been there for a year and a half.

Hon. Mr. Brunelle: Well it is more than that, Mr. Chairman, it is a government policy that two government agencies should not be giving grants to the same project.

Mr. R. S. Smith: No, but there is no government grant other than this one involved in it.

Hon. Mr. Brunelle: Well Ontario Housing Corp. are putting a lot of—

Mr. R. S. Smith: Well they are paying a mortgage which will include the \$50,000 from the federal government. It is a question of mortgage, it is not a question of grant money that is involved there at all.

Hon. Mr. Brunelle: Well, it is a matter—

Mr. R. S. Smith: Well even if it was, let's do away with the \$50,000 and take the \$90,000 from your department or you pay the difference. I mean if you are going to look at this, you people have the responsibility in this area not only to OHC. You have the legislation, so contribute your 30 per cent which is \$90,000.

Hon. Mr. Brunelle: But the land—

Mr. R. S. Smith: It is a long way from the \$50,000.

Hon. Mr. Brunelle: The land and the building is owned by OHC.

Mr. R. S. Smith: Right, but that doesn't

mean that they are putting a grant into it because they own the land and the building.

Hon. Mr. Brunelle: Under our present regulations I believe that the centre would have to own the land and the building.

Mr. R. S. Smith: Right, and that's where the problem is in your regulations, and that's what we have been suggesting for a year and a half that should be changed, particularly when many of these organizations are going to come along with similar projects in the future and you have to accommodate them some way. Either that, or do away with your legislation altogether; and say you are not in that business, not involved.

Hon. Mr. Brunelle: Well that could well be, as I have indicated to you, we are looking at this whole matter. But I guess, as you have indicated, the Golden Age Club felt that they didn't want to commence now.

Mr. R. S. Smith: They had no choice but to commence now because CHMC is available now and it won't be later on. It is not as cut and dried as their choice and after a year and a half I think they are entitled to an answer anyway. I think anybody is entitled to an answer after a year and a half, especially when they did have a commitment by letter, and by mouth from the minister; and if people can't take that as a commitment of this government, then there are problems.

Item 4 agreed to.

Madam Chairman: Item 5?

Mr. Martel: I raised the matter in the House back in November or December. You weren't the minister then, but your staff was there. I realize that you don't administer the legal aid plan, but I have a growing concern over the difficulty in which people on welfare, or not on welfare but on general welfare assistance, are having in getting legal aid.

I have one case in particular—the woman has had to bring her husband into court five times to try and support her five children, and legal aid does not want to give her a lawyer; certainly she qualifies.

I raised this with your department before you became the minister, because how else is a woman on welfare, who is trying to get her husband to support the kids, supposed to get the husband into court if in fact she can't get a lawyer?

But I want to tell you how sick it is, Mr. Minister.

With this woman in particular, the husband moved to Toronto to get out of his home area so that in fact they try him, they bring him to court, here in Toronto. How she is supposed to get to Toronto is another question. But the last time she came to Toronto, they forgot to serve him with the summons. She came down to Toronto overnight on a bus. I hammered it out with the lawyer handling legal aid for the department in Sudbury; he finally broke down and gave it to her. She got to Toronto and the husband hadn't been served with the summons; so back home she went.

The very fact is that welfare people are being denied legal aid. As I outlined in my opening remarks, petty thieves and thugs can get it readily, yet here are women who are desperate for assistance being turned down.

I know you people only ensure that they don't have the monetary end to qualify for the legal aid, but your department has got to take on the Minister of Justice on this.

There is no way out, Mr. Minister. These people need it if they have to bring the husbands to court. They need some assurance that legal aid is going to be there for them; and it is not.

I am asking you to undertake to speak to the minister responsible and suggest this to him. There are cases on the record—I can give you the name of the person, if you want, to show you the difficulty she had—but it's a rule of thumb in Sudbury at the legal aid office that when dependent mothers are trying to bring their husbands to court it's a civil matter, they maintain, and therefore they are not entitled to legal aid.

Oh they might get it the first time, but not if it happened a second time.

We heard Mr. Borczak and some of his staff indicating last night how difficult it was to get husbands to support their wives. How in the world are they supposed to even bring the husbands into court if they can't get a lawyer?

Hon. Mr. Brunelle: Well, Madam Chairman, generally speaking I have heard very few complaints about legal aid and, as the member has indicated, the funds are for needs-testing of those who are eligible. I have with me the director of the legal aid, Mr. Russ Rigman. This case you mentioned, I guess it's one that has—

Mr. Martel: It's just one that came up; I spoke about it during the supplementary estimates last December, and I had hoped it

would have been looked into to see if this situation prevails across the province. Is there a directive that has gone out from the Ministry of the Attorney General, or is it just that some legal man responsible for legal aid in a particular area is making his own ruling? I had hoped that your department would have investigated or discussed this with the Attorney General's Department.

Hon. Mr. Brunelle: Yes. Would you care to make any comments, Mr. Dignam?

Mr. H. R. Dignam (Director, Legal Aid Assessment): Well, I am answering here, I guess, for the Ontario legal aid plan.

I think it is generally true that in family court, which is the area we are talking about, legal aid is not granted for much the same reason perhaps that was discussed earlier in connection with the board of review. That is, if there is any possibility of reconciliation and so on, perhaps the adversary system isn't too suitable. So then, in effect, it's not turned down on a needs test basis; it's turned down on the basis that, in the area director's opinion, lawyers on either side wouldn't be that useful.

I think, though it is policy that should either the husband or the wife have representation, there is no question that representation would be given to the other person under legal aid. I know this doesn't solve the problem. I'm simply—

Mr. Martel: There was no reconciliation in this case though. It was impossible. They had a divorce, so reconciliation wasn't even a part of it.

It just seems to me that the wife, in this instance, if she's not getting any adequate support—and it was indicated that there were 13,000 of them now—she is simply in no position to run after the husband all over the province. She is in no position—she doesn't have the wherewithall—to present a proper case. The husband frequently goes to another part of the province which is in another judgement area. They don't bring the husband back to the area she lives in, but rather it's heard in the judicial district that I guess he is living in.

How do we help a person like that? It just blows the mind. As I say, we will give legal aid to thugs and crooks and what not; and here you have people who are defenceless, many of them are deserted mothers, and we don't give them the protection of the law to help themselves. As my colleague from Nickel Belt would say, it turns my mind to glue

when I see this sort of thing happening. It is just a bad scene, and they certainly need help.

I would hope that you could influence whoever decided this type of policy to take a second look at it. We help everyone else. These people aren't crooks that we're helping. We are willing to help people who have committed crimes and yet we are not willing to assist people who have committed no crime, except the fact that the husband might have left them.

A group that is more deserving I don't know, and yet we don't extend the very aid that was set up to assist people. It really bothers me. The very function of it is destroyed.

Hon. Mr. Brunelle: Madam Chairman, we would be prepared to take a look and see if there are injustices or inequalities in awarding legal aid.

Mr. McIlveen: Madam Chairman, how many departments of government give out legal aid?

Hon. Mr. Brunelle: Only one.

Mr. McIlveen: Can the minister comment further on this?

Hon. Mr. Brunelle: The funds here are for the administration of the legal aid testing, the needs test. The actual legal aid programme comes under the Attorney General's ministry.

Mr. Martel: This is just for the welfare officer to tell whether the person is eligible for legal aid or not, this expense?

Hon. Mr. Brunelle: And it is operated by the Upper Canada Law Society.

Mr. McIlveen: It's not operated through your department?

Hon. Mr. Brunelle: No, the vote itself comes under the Ministry of the Attorney General.

Madam Chairman: Is item 5 carried?

Vote 2102 agreed to.

On vote 2103:

Madam Chairman: Vote 2102, item 1, please.

Mr. Martel: It's 2103 I believe.

Madam Chairman: Vote 2103, item 1, please.

Mr. Martel: You don't want to make any progress. I think I only have several questions on this section.

Mr. Handleman: Say that again?

Mr. Martel: A recommendation has been filed, I guess as the result of the study undertaken by the municipal association with respect to children's aid societies.

What's the department's position on that, are they going to accept the recommendation that welfare, or the Children's Aid Society come directly under your purview; or is the status quo going to be maintained; or have you not decided?

Hon. Mr. Brunelle: This was a recommendation by whom?

Mr. Martel: The Ontario Municipal Association.

Hon. Mr. Brunelle: Well, there are various views on this. First, there's the view that on the Children's Aid Societies at the present time there has been no change in our policy. We respect the views put forward by the—I'm thinking of the liaison committee that we met with during the past month—the liaison committee of the mayors and reeves association—

Mr. Martel: You were to set up a study, or an advisory group, were you not? The department to—

Hon. Mr. Brunelle: We have an advisory committee on child welfare, which was established in the last year, as a recommendation of the group.

Mr. Martel: Yes, it has only been established very recently.

Hon. Mr. Brunelle: Yes, in the last year. It is comprised of representatives from the Ontario Association of Children's Aid, and also members of our staff.

Mr. Martel: Is there an overall shortage of children for adoption in the province now?

Hon. Mr. Brunelle: Well, it depends; there is a very great demand for infants. There has always been demand for infants, and there are fewer and fewer infants available for adoption. But we have, in the province, a large number of children available who are, say of two years and over and so there's quite a trend in that area; mainly older children, there's a large number of older children available.

Mr. Martel: I have only a couple of other minor points, Mr. Minister, on the first item, then I'll yield the floor.

I met recently with the people operating the school for retarded children in Balfour Township, and the administrator expressed a concern to me on what they do with 17 or 18-year-olds.

He suggested that what should be done, is—let's say they leave the school and they go back into the community, you know—of setting up some type of programme where in fact maybe two of these who are dull—normal, but still have a job—that there's no agency to assist them; let's say almost in a home setting where they could be with, let's say, an older couple whose family have grown up, who could assist them.

They were very concerned, you know. An 18-year-old, or a 19-year-old girl who really has no place to go at night, if she were in a boarding room. There are real problems, this administrator indicates to me.

There has to be a need to re-establish the person in the community and under the guidance of almost a foster parent; but not really a foster parent, because they are working maybe for a living, and yet there is no one they can turn to, almost in a parental sense, while they are out working and coming home at night. They just don't have a home to come to.

Mr. McIlveen: A big sister! They should have a big sister.

Mr. Martel: Well, that's a possibility, but it seems to me that it's an area that a lot of people see merit in.

I'm not talking about a programme in terms of dollars and cents but in terms of a department, maybe this department, assisting in the establishment of the guidelines for it and introducing it across the province where people would just take them in on a voluntary basis, and they would pay their room and board. It would be much closer than a boarding house sort of thing. The people selected to do it would be carefully chosen. Over a period of years you would have almost a clientele, for this sort of service. It has a lot of merit. I was really impressed with what he was trying to drive at. Maybe it could come under the purview of this—

Hon. Mr. Brunelle: Yes. You think that these were children with a low IQ?

Mr. Martel: Yes, they might have been in a mental institution for awhile, got out at 18 or 19 are working but at night they might be in a boarding house or some place. But they really don't have any guidance.

We might be able to build up a programme where you have a set of parents—an older couple, maybe 45 or 50—whose own kids have grown up. They would help them to get back into the community and they could stay for four or five years.

It seems to me it would be worthwhile to pursue. Many of them don't have the guidance of parents and so on; they are left on their own, they are pretty susceptible and it just might be a type of programme we could open up. It wouldn't cost much except for having your people look at it and try to establish it with volunteer middle-aged people who would be willing to provide this sort of service.

Hon. Mr. Brunelle: I am not too sure, Madam Chairman. These would be children who have lost their parents?

Mr. Martel: Yes; lost their parents. Or they were in an institution and they got a job, like let's say in the city of Sudbury. Let's say they have a job and they work from 9 to 5. Where do they go after five o'clock? They certainly need guidance and assistance and so on, because they are not functioning under the same capabilities that other people are and are more prone to being taken for a ride, so to speak. It's more of a guidance programme.

Hon. Mr. Brunelle: Mr. Borczak tells me that there is provision under the Homes for Retarded Persons Act, but we have a study under research and planning on this type of programme for young people that you mention.

Mr. Martel: There is some progress being made then? Is this study completed?

Hon. Mr. Brunelle: Mr. Borczak could elaborate on this study.

Mr. Borczak: Madam Chairman, the minister referred to our Homes for Retarded Persons Act. Under that legislation, small residences may be established in communities, and there is access to capital grants and to operating grants. These residences are being established by parent associations. As this programme expands we hope that we can meet many of the needs of retarded persons who are not able to be cared for

by their own parents through this kind of a facility.

In addition to that though, there has been a good deal of interest expressed by parent associations. The Ontario Association for the Mentally Retarded and the Canadian association, have identified what they believe to be a serious lack in this area. They have proposed that there be a guardianship programme established for retarded persons.

We had a series of meetings on this, some one and a half years ago, and we have established what we might call a pilot project in the St. Catharines area. It has been in operation for I think about eight months. We want to operate it for about a year to see just in fact what the problems are.

In examining this question, while there are varieties of ways of looking after the financial interest of persons, we really need some kind of a programme in a very small number of cases where someone might assume the role of guardian for the individual. It is this area that we are now exploring. I think it has about four more months to go before we can complete it and draw some conclusions and analyse the results.

What is evident so far is that simply introducing a legal guardianship programme is not in itself enough. There must be all of the other resources built up within the community, such as residences, daycare centres and so on. This is becoming clear: That the guardianship programme for the person in itself is not adequate but it must be accompanied by these other services.

There does seem to be clear evidence that there is at least some proportion of retarded persons who need something in the nature of, say a legal guardian.

Mr. Martel: Well, when that is finished, would you be so kind as to send us a copy.

Hon. Mr. Brunelle: Also in that respect, Madam Chairman, this was in today's Star: "Mentally Retarded Not Adequately Protected", and again, Mr. Swadron, who was the chairman of the report on assistance to welfare recipients:

The system of guardianship for the mentally retarded should be established in every province, because there is ample evidence that they are inadequately protected, the federal government was told today.

This report just came out. It is a 235-page report and says guardians should be appointed by a court and should be supervised by a government agency. We haven't, of course received that report, so in line with the study we have and with this study, we hope that maybe we could have some programmes.

Mr. Martel: Well I think this is zeroing in exactly on what I am talking about. I think it has tremendous merit, and I guess this is why my friends involved in this—they are dealing with the mentally retarded—why they raised the issue with me, because they see merit in it. A lot of these young people could be self-sustaining, but the guardianship would be very essential, and I don't think very costly.

Madam Chairman: Mr. Nixon.

Mr. R. F. Nixon (Leader of the Opposition): Madam Chairman, I wonder if the minister can tell me how much of this vote is spent to provide care and treatment for disturbed adolescents that come under the direction of the Children's Aid Society, and for whom there is no provincial accommodation, no school nor facility available. Approximately!

Hon. Mr. Brunelle: How much of this vote?

Mr. R. F. Nixon: It used to be, and I would expect it still is, a very large sum of money, paid largely to Children's Aid to care for disturbed teenagers, not retarded but the kind of people who are cared for in the Brown Camp facilities largely.

Hon. Mr. Brunelle: We are getting that information Madam Chairman. I guess it can be discussed here. This would be more appropriate under item 2; that is the children's and youth institutions.

Mr. R. F. Nixon: That's fine.

Mr. Handleman: Madam Chairman.

Madam Chairman: Yes, Mr. Handleman.

Mr. Handleman: I just wanted to ask some questions stemming from what Mr. Martel asked you. You mention the varying points of view on the future of the Children's Aid Societies.

I happen to be one who believes they should remain under local control. On the other hand, what kind of co-ordination techniques have been set up within the ministry

for the trading of information concerning availability of adoptive children and so on? I think one of the weaknesses of the Children's Aid Societies, as local institutions, was that they were not in communication with each other, and one of the reasons for the recommendation that they be brought within the ministry was that very lack of communication. Is the department acting as a clearing house for Children's Aid Societies or have they set up a central communication organization where they can trade-off information?

Hon. Mr. Brunelle: Yes; I missed part of that question. Miss Graham is the director of our Child Welfare Branch and she will answer that. Before answering that, Miss Graham, with reference to Mr. Nixon's question, he referred to the amount being spent on emotionally disturbed children.

Mr. R. F. Nixon: Actually, while I am concerned about the facilities, I want to know how much the government is paying to a profit-making organization to care for this class of person.

Hon. Mr. Brunelle: In Brown's Camp and similar homes that look after emotionally-disturbed children, the money is paid by The Ministry of Health.

Mr. R. F. Nixon: Oh is it? Is any of it paid to the Children's Aid Society?

Hon. Mr. Brunelle: Now the Children's Aid Society does place a certain number of children. Maybe Miss Graham could answer that with reference to the children that are placed by Children's Aid Societies in group homes.

Miss B. Graham (Director, Child Welfare Branch): Well Madam Chairman, the number of children that are in group homes, those are the homes operated by the Children's Aid Societies, most of these are youngsters with some degree of disturbance, in that they are not able to live too readily in a normal family home. At the end of March there were 845 such children living in group homes throughout the Children's Aid Societies. That is out of a total of some 16,000 children in care.

Mr. R. F. Nixon: The care they get is actually privately administered and supervised by the Ministry of Health?

Miss Graham: No. Madam Chairman, these are group homes operated by the Children's Aid Societies themselves. This is quite apart from the children who are in the treatment centres under the Children's

Mental Health Centres Act of the Department of Health.

Mr. R. F. Nixon: I see. Do the Children's Aid Societies get assistance from either this ministry or some other to assist in paying the care for some of those young people who are not in the group homes but in the other type of homes?

Miss Graham: All the children in the children's mental health centres of the Department of Health are there at no cost to the Children's Aid Societies. The Department of Health covers that cost completely. This is as of the passing of that Act, which was about a year and a half or two years ago.

Mr. R. F. Nixon: But the funds are not granted the Children's Aid Societies, which sometimes send the children on to these homes and continue to have, I guess, some responsibility for their care and treatment?

Miss Graham: Madam Chairman, the societies no longer have to pay for these children. They used to, but now the Department of Health covers the cost entirely.

Mr. R. F. Nixon: I see. I'll talk about it next year when it comes up again.

Miss Graham: Madam Chairman, if I might answer the question of the other gentleman. In terms of the facilities available for a clearing house for adoption information, our branch operates an adoption clearance service. Besides our adoption co-ordinator, Mrs. Leach, we now have Helen Allen, the author of "Today's Child", operating from our branch.

We issue bulletins twice a month, circulated to all 50 societies, listing the children who are available for adoption and not readily placed locally, as well as those families which are available and for whom there are no local children suitable.

In addition "Today's Child", which is now in the Toronto Star, is also published in 21 dailies and 120-odd weeklies throughout the province. The numbers of placements from that programme have been phenomenal. I have some clippings here from the 1971 and 1972 programmes if you would like to look at them later.

Mr. Handleman: Do all the Children's Aid Societies in the province contribute their complete information to you to enable you to disseminate it to the other Children's Aid Societies?

Miss Graham: Madam Chairman, they circulate to us information on any child they feel they cannot place locally. There is a section of our Act that requires the societies to make every effort to place Crown wards in adoption.

We have just recently instituted a procedure to have them send us, in writing, a report on every Crown ward. This will be a further stimulus to them to consider adoption for even those older children or multiply-handicapped children that perhaps the society hadn't previously considered to be adoptable.

Mr. Handleman: Can the programme be extended to other provinces in reciprocation?

Miss Graham: Madam Chairman, we already circulate our "Adoption Bulletin," as it is called, to all the other provinces. We also send it to agency known as ARENA; the initials stand for Adoption Resource Exchange North America, which is a Child Welfare League of America organization operating out of New York City.

Mr. Handleman: I gather from your remarks that any local Children's Aid Society would periodically have available to it instantaneous information concerning children who are available for adoption, not only in other centres in Ontario but in other provinces of Canada?

Miss Graham: They would have available to them any information of any other society in Ontario. From the other provinces, we get what adoption bulletins are available. It isn't every province that has a similar service.

In addition, our adoption co-ordinator is constantly in touch with them, advising and urging and creating an improved communication between societies about particular children and family groups.

Mr. Handleman: Madam Chairman, I wonder if I could carry on with one more question on Children's Aid Societies? We have listed here subsidies to the Children's Aid Societies of \$40 million. I wonder if the minister could tell us what percentage of the total budgets for the Children's Aid Societies in Ontario that figure represents?

Hon. Mr. Brunelle: That is about 75 per cent of the total.

Mr. Handleman: And the other 25 per cent is raised either through private means or through community chest campaigns?

Hon. Mr. Brunelle: No.

Mr. Handleman: Where?

Hon. Mr. Brunelle: Through municipalities.

Mr. Handleman: Through the municipalities?

Hon. Mr. Brunelle: Yes.

Mr. Handleman: So that the Children's Aid Societies now are funded entirely out of public moneys?

Hon. Mr. Brunelle: That's right, 100 per cent.

Madam Chairman: Mr. Drea.

Mr. Drea: He was before me.

Mr. Parrott: All I wanted to know is the cost of that service; "Your child", is it?

Hon. Mr. Brunelle: "Today's."

Mr. Parrott: "Today's Child;" what is the cost to the department?

Hon. Mr. Brunelle: What is the cost to the department?

Mr. Parrott: Yes.

Hon. Mr. Brunelle: I believe the newspapers provide this without any charge, is that correct?

Miss Graham: Yes, Mr. Minister, the press provides us with the space. What the ministry is paying for is the cost of the pictures and the distribution of the pictures to the many papers that publish this for us. The amount in our estimates for this is \$30,000.

Mr. Parrott: Too bad we can't arrange more projects in those circumstances!

Approximately what are the current numbers of children for adoption relative to the requests for adoption?

Miss Graham: Well Madam Chairman, that's a difficult question to answer, because a lot of people, when they think of adoption, rather naturally think of a blonde blue-eyed baby girl; and when they find out that there aren't that many small infants, they get interested in other ages of children and children with varied backgrounds and family groups. So that they may come with one thought and then, recognizing the needs of the children, they may well have another type of youngster placed with them.

Perhaps it is more appropriate to answer it by saying that while the numbers of children of unmarried parents in our care have dropped about 40 per cent in the last two years, the number of adoption placements have only declined by 10 per cent. This is undoubtedly due to the tremendous success of "Today's Child" and "Family Finder," the television equivalent.

Mr. Martel: What age do you find the most difficult for adoption? The older or what?

Mr. Parrott: I am sorry, I—

Miss Graham: Are you referring to adoption?

Mr. Martel: Yes.

Miss Graham: Well, I could almost say no age group is particularly difficult. We have been placing children up to 14. We've been placing family groups; we've been placing children with multiple handicaps, including a notable little boy who was born with no arms and no legs.

We had a child who is mongoloid child, a very grossly retarded child, placed through "Today's Child" in recent weeks.

Mr. Martel: What I am leading to—

Miss Graham: Our philosophy is that any child can be adopted if he can adjust to normal family living.

Mr. Martel: What is the age limit you place on parents? The first question you answered correctly. I was looking for that information, leading to a second question, of course. There's an age limit isn't there on which you will give children to couples?

Miss Graham: Madam Chairman, there is really no age limit. The Child Welfare Act says, with the new age of majority, that the applicants must be 18 years of age or over. But in terms of local practice, some societies are a little more definite in the age range from which they would accept applicants.

The general rule of thumb is that the child should, as nearly as possible, match the age of the parent, as though it had been born to that parent.

Mr. Martel: Well the reason I raise this point is that I had a couple—they're elderly now—but ten years ago, they were trying to get a child, and there was an upper age limit on parents, or people who were acceptable as parents. I understand that in the United States they have the National Foster

Grandparents Programme, where they only put one child in this type of home; that's why I was asking if there are more children available at older ages let's say, than the infant that you are talking about.

Miss Graham: Madam Chairman, 10 years ago that might well have been the case. A society might well have said, "We won't accept anyone over 40 or 45 and we won't place more than one child per applicant." Because they had so many children and so many applications they could set those guidelines.

Nowadays the picture is changing, so there isn't any rigid upper age limit. They would not place a small infant with a couple in their fifties anymore than they would place a 10-year-old with a couple in their early twenties; but there is literally no age barrier at all today.

Mr. Martel: Well that's fine. I was just wondering about that since I had heard it.

Madam Chairman: Mr. Drea:

Mr. Drea: Has there been any serious thought given to the province taking over adoptions rather than the local Children's Aid?

Hon. Mr. Brunelle: You mean the province taking over the entire—

Mr. Drea: Adoptions! I am not talking about the foster homes or anything locally. I am talking about one centralized adoption service throughout the province. Has there ever been—

Hon. Mr. Brunelle: Yes, this matter has been brought to our attention. Some have recommended that we pay 100 per cent of the cost of the care of children in care and they have also recommended that the administration costs should be shared. There are views, and I think they have a lot of merit, that the Children's Aid Societies play a very important role. They are comprised of persons who give their services voluntarily. They are very community minded, those citizens who are on the boards of the Children's Aid Societies. So there are various views at the present time. As I indicated earlier, our policy has not been changed but we are looking at the various suggestions that have been made.

Mr. Drea: I am not so much talking about the funding of it, I'm talking about the actual adoption process.

Hon. Mr. Brunelle: The adoption process?

Mr. Drea: The adoption process that you would apply, and it should be a standardized method of applying, that you would be eligible for any child in the province, that you would not be—

Hon. Mr. Brunelle: Would you still retain the Children's Aid Societies?

Mr. Drea: Oh yes; I'm not talking about foster homes. I'm not talking about child neglect or that kind of thing.

Frankly, Mr. Minister, I speak from a very biased position. I have had experience with the Children's Aid and I have never really recovered from it. I have a daughter, and she is a very fine girl, but just the procedure we went through to get that girl—and she was not one of the wanted girls by any manner. She wasn't what they call a Gerber baby, blond and blue-eyed—I really never recovered from that.

Mr. Handleman: Madam Chairman, I went through the adoption procedure twice and I was quite satisfied. I think it depends on the people you have to work with.

In my view the local control of Children's Aid Societies in adoption procedures is absolutely essential, because if you get difficult adoptions I think the local people are in a far better position to say whether or not the family unit will be accepted in the particular community in which it happens to be located. There are many cases of that type of thing which I don't think centralized control can deal with, and I hope the hon. member isn't being as persuasive as he usually is and persuades you to accept centralized control of adoption procedures.

Mr. Drea: No, I am not trying to be persuasive Mr. Minister. It seems to me that we are now in a very difficult time for adoptions.

As Miss Graham has pointed out, through a number of social circumstances, not the least of which are the social assistance programmes of this province which make it possible for unmarried mothers to keep their children, and also a much broader social outlook by the public, we are right now in a shortage of adoptables. I think that there may be areas in the province where there might be a slight surplus or it might be balanced, but pretty generally I think Miss Graham—

Hon. Mr. Brunelle: You are referring to infants are you, Frank, because we have a quite a large number of children—

Mr. Drea: No, I know, I was associated with Miss Allen and I know they are hard to place. But, Mr. Minister, I know in my riding for instance I have a goodly number of people who are qualified, who really are qualified by the standards of the Children's Aid, it's not something like that. With the current situation going on, at least in southern Ontario, there just isn't a hope that those people, who are childless, will ever be able to take a child of their own.

All that I am asking is if the province has ever considered that, because times have changed, we don't have the surplus of children, I think even in the handicapped or the hard to place—I think that's probably the word that's better—even in the hard to place we don't really have that much of a surplus any more, unless it's a very unusual case.

I was just wondering if the province has given any consideration to the adoption process being somewhat more centralized than it is now. I am no foe of local control or anything like that, but I am always a little concerned about local control when local control is almost a law unto itself.

Hon. Mr. Brunelle: Well, maybe I am not answering your question, but we are doing research and trying to have more up-to-date and faster information—more or less on a computer—about the various children in the province who are available for adoption. Right now this is done through the local Children's Aid Societies.

There certainly is a need to have this information centralized and computerized, but coming back to your point of whether adoptions should be under one central agency, I am not—

Mr. Drea: You are thinking about it.

Hon. Mr. Brunelle: Yes.

Mr. Drea: In the broadest sense.

Hon. Mr. Brunelle: I think it is a matter that we can certainly review further, but at the present time we do not plan to change our existing policy.

Mr. Drea: One last question, Mr. Minister; In the light of the fact that there is an acute shortage of babies—at one time I think it used to be quite common to adopt

babies in the first two or three months—has there been some thought given to an education campaign? Certainly I would think that Miss Allen is probably admirably suited to conduct it.

Times are changing, because I think I read in the Children's Aid reports that the mother often keeps the child for up to a year and a half or two years and then finds the burden is simply too much. As a result, this has put a different type of burden upon the local society. It is much tougher picking up the pieces after two years and a couple of days.

Has any thought been given to a programme of education, publicity or information across the province to zero people in on this particular problem, that the problem with children now isn't necessarily that of the unwanted baby, it is the unwanted youngster?

Hon. Mr. Brunelle: I may be wrong here, but it seems to me that there are more and more unmarried mothers today who are keeping their children for various reasons, as society is accepting more and more this change in attitude. Also there are social assistance programmes that make it much easier for an unmarried mother to keep her child.

Mr. Drea: But there is a tendency, I think, that they return them—a great many return them—after a certain period of time.

Hon. Mr. Brunelle: I would like Miss Graham, the director, to comment.

Miss Graham: Madam Chairman, this has been the fear of several of our societies, that they might come back at age two or three and be very much harder youngsters to handle at that age.

A study that one of the societies in Windsor has done has not proved this. They have followed 125 unmarried mothers who did keep their children over a period of two years, and not one of those children has been returned.

I feel the phenomenon is still so recent that perhaps a different experience might occur, say in Toronto. It is being studied at this point by two societies in Toronto. There isn't yet enough firm evidence to indicate that this is going to be a trend, but it is quite possible it may be.

Madam Chairman: Mr. Smith.

Mr. R. S. Smith: I have some general questions in regard to the funding of the societies. Could the minister explain to me the breakdown of the funds for care of the children and for preventive services? The people I have talked to within the societies have indicated to me that the biggest area of concern for them is their preventive work, that they do along with the question of placement and working with the foster children. There appears to be a division of funds that are set out and there is no provision for transfer of funds from one area to the other.

I would expect that with the drop in the number of children that are going into the care of the societies, there would be a lowering in the costs, on the per diem basis, for care. But this extra money that may well be available cannot be turned over for preventive work. As I understand it, many people within the societies are dissatisfied with the amount of preventive work that they can do with the moneys that are made available to them.

Perhaps the minister could explain to me the breakdown in the funds and what the provincial and the municipal participation is in regard to preventive work and the funding of that type of service.

Hon. Mr. Brunelle: Madam Chairman, I would first like to ask Mr. Borczak to comment on this.

Mr. Borczak: Madam Chairman, under the present Child Welfare Act, and this was mentioned earlier, the total cost of the programme is now paid for out of public funds.

Now the arrangement is something like this. The province pays 100 per cent of the cost—and I am leaving, for a moment, the federal contribution, this is in terms of the initial approach to this—the province pays 100 per cent of the costs of care of children born out of wedlock; 100 per cent of the costs of children who come from a territory without municipal organization; and 100 per cent of costs of children of Indian parents.

In respect to the balance of the costs, for all other children and for the budget of the societies, the province then pays a subsidy of 60 per cent and the municipalities pay 40 per cent.

When you examine this entire mix, it has the effect that in the overall budget the provincial subsidy represents 75 per cent of the total cost and the balance of the costs, the 25 per cent, is picked up by the municipalities.

But that formula actually has varying effects on the municipalities. Municipalities which have a low proportion of children born out of wedlock will therefore have a lower proportion of the budget of the society to which the 100 per cent formula applies. So that we have a range in Ontario, when one looks at the total cost of the child care programme within the community, we have a range from somewhere around eight or 10 per cent of the costs being paid by the municipalities, that is of the total cost of the programme, up to 40 per cent of the cost of the programme being paid by the municipalities. There can be a range anywhere between this high and low.

Now, this is the procedure that is required to be followed each year. The children's aid society prepares a budget for all of its financial needs. This is for the care needs of the children and for the preventive work that is being done. It is required by law to submit that budget for approval to the local municipalities and to the province. A negotiation then goes on between the Children's Aid Society and the municipalities and between the Children's Aid Society and the department.

If agreement cannot be reached at any of these levels, then there is provision under the law for a referral of the disagreement, the dispute, to what amounts to an ad hoc committee, which may be created by the minister. This committee then is requested to review the areas of dispute and to make its recommendations to the minister; and the minister has to make the final decision in such cases. So that when it comes down to a question of the amount of funds that should be provided for any particular area of the services of the Children's Aid Societies, for example the preventive work, it is a matter of budgeting for this and then obtaining the approval of the municipalities and of the province.

Mr. R. S. Smith: I may be wrong in this, but from what you said I would draw the conclusion that there is no provincial participation on a financial basis in preventive work; that all the grants that are made to the societies from the province are on the basis strictly of child care.

Mr. Borczak: No; actually it is more complex than that. The costs of the work of the Children's Aid Society are broken down into two broad areas generally, that is the preventive work and the costs of care for the children. This is the broad division that is made.

There is an attempt made at a division of related costs in both fields. Costs of social workers and other related costs, then, are allocated to each field. On balance, the effect is that 75-25 per cent basis; but the province does in fact contribute in respect of all of the services that the society provides. When you come to examining the cost-sharing arrangements for the care side of the operations of the Children's Aid Society, it is that area to which the formula that I outlined applies, that is, the 100 per cent picked up by the province for children born out of wedlock, children from areas without municipal organization, Indian children and so on.

Mr. R. S. Smith: So when you divide their budget on that basis, and then assume 75 per cent of the other costs, other than child care, are you telling me that the province picks up 75 per cent of the costs of preventive services?

Mr. Borczak: The 75 per cent figure is the average across the province, so that there is not a figure of 75 per cent anywhere within the legislation. It is when you examine the effect of this complicated formula that you arrive at the conclusion that, across Ontario, the province picks up 75 per cent of the costs and the municipalities finance 25 per cent of the cost.

Mr. R. S. Smith: But that's in the total programme?

Mr. Borczak: In the total programme.

Mr. R. S. Smith: But when you get down into the different programmes within the societies themselves, what percentage of the cost of preventive services are picked up by the province?

Mr. Borczak: It is not easy for me to answer that simply. It comes back, again, to first identifying the costs on which the province picks up the 100 per cent.

Mr. R. S. Smith: But I understood though, when you spoke of that you spoke of child care, and you were paying 100 per cent of the cost of the children of unmarried mothers, of Indian families, of Indians whether they have a family or not, and 60 per cent of the cost of the other children, on a child care basis. Where is the input for preventive services in that formula?

Mr. Borczak: Ordinarily it would be actually based on the 60-40 basis, the province

picking up 60 per cent of the balance of the costs and the municipalities 40 per cent.

Mr. R. S. Smith: Of any other costs?

Mr. Borczak: Any other costs, that is right—outside of those to which the province contributes 100 per cent of the cost.

Mr. R. S. Smith: So in other words, what we are talking about as far as preventive services are concerned, when we finally get down to that, it is 60 per cent provincial and 40 per cent municipal?

Mr. Borczak: I think it is accurate to say that it is 60 per cent on the preventive services.

Mr. R. S. Smith: So that leaves—

Mr. Borczak: I hesitate only because of the complexity of the formula. These figures sometimes have an effect of not coming out precisely this way; but I think it is a fair statement to say that the province's contribution is 60 per cent of the preventive services and municipalities pay 40 per cent.

Mr. R. S. Smith: In most societies then, there is no question in regard to the amount of funds that are provided for child care, for the per diem and things like that. But the question is the amount of other services they can provide, where they have to depend on municipalities for the 40 per cent of the costs, on which they then have to come to an agreement with the municipality. I think this is the area of concern of most societies, that you are going to get a fluctuating level of service across the province, depending on the ability or the willingness of municipalities to pay that 40 per cent; and you indicate to me that this isn't right. I would like you to say that there is an equitable service in all areas of the province as far as services outside the actual care of children is concerned.

Mr. Borczak: I think it is a matter of these societies putting forth all of the arguments that they can muster to convince both the municipalities and our department as to the size of their budget.

Mr. R. S. Smith: Let's put it this way then: Are all societies equally persuasive with their municipalities and with your department?

Mr. Borczak: Perhaps I might answer that Madam Chairman, in this way: We have very few cases which go to appeal. I think last year we had only one. This year, so far, we have had an indication that there

may be one or two, but I don't think any have yet indicated this definitely.

Perhaps that partly answers the question. There seems to have been an ability to reach agreement between all of the societies, with one exception.

Mr. R. S. Smith: Well is the department satisfied that the services other than child care, that are provided in all municipalities through the Children's Aid Society, are adequate?

Mr. J. McNie (Hamilton West): If you were to ask the society, they would ask for more money.

Mr. R. S. Smith: They all ask for more money. Whether they get it is another question.

Mr. Borczak: In this area I am not sure that I will answer the members question as he would wish it. There isn't in the legislation a standard for these services to be applied across the province. Therefore we are faced with a situation where it becomes a matter of local judgment what the standard shall be in that particular area. I think this then leads to variations in standards. But there is not a requirement by law for one common standard, either in terms of say X number of social workers to the general population, or some other such factor.

Mr. R. S. Smith: Yes, I realize that. I presume from that statement then, that there is a different standard of service from one area to the other and that in some of the more affluent areas of the province there would be a higher standard of service.

Of course, it usually follows that the less affluent areas are those that perhaps need the higher standard of service! The gap in financial capability becomes wider on the basis of the poorer sections of the province demanding a greater service. Thus the discrepancy could almost double with the amount of money that is not available in one area as compared to another.

I would ask the minister then if there is any consideration to try and set some type of a standard, on which there would be more provincial participation—perhaps based on the ability of municipalities to contribute. You do that in a lot of programmes now. You do it in all the education programmes.

Hon. Mr. Brunelle: Mr. Borczak would like to make another comment.

Mr. Boreczak: If I might, Madam Chairman, make one further comment on this. There is a provision under the Child Welfare Act that refers to undue burden. It provides that where a municipality is unduly burdened because of the child care costs that it must share, then the minister may make a grant to relieve that municipality of such undue burden.

This suggests, then, that there need not be a below desirable standard of service in any area. If a municipality is not able to finance an adequate standard through its share of the child welfare budget, it has recourse to the minister under the provisions of that portion of the Act. And there are numbers of municipalities which do in fact each year obtain special subsidies to make it possible for them to finance their share and not be unduly burdened.

Mr. R. S. Smith: But there is still no basic standard to which each municipality or society must come up. It has to be a decision at the local level as to whether they will come to the minister for that type of assistance.

In many areas there is kind of a negative attitude towards this type of service, and particularly the preventive part of your services. The other part is fine because it is all laid out, and in most of the areas 100 per cent of the cost, or a good part of the total cost, is covered 100 per cent by the department.

But I would think that in the preventive services area, there is some hesitation on the part of many municipalities; and of course it carries over into the society, because I am sure they know what they can get before they go to the council, and they realize the restrictions that are on them even before they set their budgets.

So their budgets become one of necessary restriction rather than the need that they know is there.

Mr. Martel: I would like to make one point. Is this the reason—because of the 60-40 cost sharing arrangement—why the OMA wants the province to take over the Children's Aid Societies?

Mr. Boreczak: Madam Chairman, they have identified this as a problem. The fact that 100 per cent of the costs of certain kinds of care needs are picked up by the province seemed like a very good idea when the Act was introduced and came into effect in 1965.

At that time there was a good deal of concern on the part of those municipalities to

which the girls would come when they were to deliver a child, and the pattern was that they would move from smaller communities to larger communities where they would be lost in the anonymity of a large city and so on. This, therefore, created a considerable financial burden on the larger communities, and it led to the recommendation then that the province pick up 100 per cent of such costs. It met a very important need from the point of view of the municipalities.

The current trends, though, have changed the pattern of children of unmarried mothers coming into the system. More of such children remain out of the child-care system. Mothers are keeping such children and this is reflected in rising case loads under the Family Benefits Act.

This trend has had the effect of increasing the municipal share of the costs beyond that which they were experiencing when there was relative stability in this kind of relationship between the different classes of case within the system.

And I believe this is one of the reasons why the municipal association has, in fact, put forward this proposal. They see that many municipalities are faced with a rising proportion of the cost for no apparent reason, but it's purely the way the formula works.

Mr. Martel: How do you arrive at these magical figures of 60 per cent for children's aid, 80 per cent to municipalities, 50 per cent for administrative costs? There's so much variance. By what magic do you establish the various rates?

Hon. Mr. Brunelle: I can say for Mr. Boreczak, it would make it a lot easier for the Minister if they were all, say 80 per cent. There are probably good reasons why they vary according to programmes.

Mr. Martel: But it seems to me that this causes some of the cutbacks in programmes and the discrepancies which arise, discrepancies in the amounts of money allocated. They start to wittle at programmes and we end up, again, with just a delivery service in terms of dollars and cents—nothing with respect to preventive work, you try to keep it minimal.

You're actually doing society an injustice, because you don't prevent anything. Maybe the answer is 80 per cent right across the board. These magical percentages really mystify me.

Mr. M. Gaunt (Huron-Bruce): May I just ask one brief question, Madam Chairman?

Madam Chairman: Yes, Mr. Gaunt.

Mr. Gaunt: The department supports, perhaps entirely, the TV programme, I think it is called "Family Finder". What is the cost of that programme?

Hon. Mr. Brunelle: Well there is the "Family Finder," Murray, as the television programme, and "Today's Child" is the one in the newspapers.

Mr. Gaunt: Oh I see, and they are both tied in together.

Hon. Mr. Brunelle: Yes; well as they tie in

together, the television stations provide this without charge.

Mr. Gaunt: Oh, I see; it's a public service type of thing.

Hon. Mr. Brunelle: That's right!

Mr. Gaunt: I see.

Madam Chairman: Item 1 carried?

Mr. Gaunt: It's a very good programme.

An hon. member: Carried, I hope.

Madam Chairman: Gentlemen, it now being 6 o'clock p.m., we recess until 8 o'clock p.m.

It being 6 o'clock p.m., the committee took recess.

CONTENTS

Tuesday, June 6, 1972

Assistance and rehabilitation services programme, continued	S-949
Children's service programme	S-969
Recess	S-980

S-33



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Community
and Social Services

Chairman: Mrs. M. Birch

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

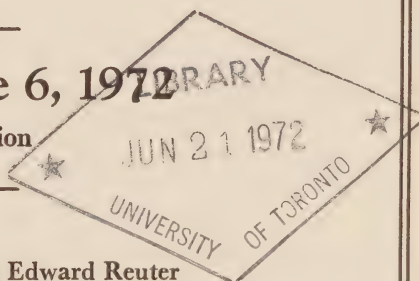
Tuesday, June 6, 1972

Evening Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

TUESDAY, JUNE 6, 1972

The committee met at 8:05 p.m., in committee room No. 1; Mrs. M. Birch in the chair.

ESTIMATES, MINISTRY OF COMMUNITY AND SOCIAL SERVICES (continued)

On vote 2103:

Madam Chairman: The meeting will come to order, please.

Vote 2103, item 1. Carried?

Mr. R. S. Smith (Nipissing): Just a minute, I just have a couple of more points.

Mr. R. B. Beckett (Brantford): Too late.

Mr. J. McNie (Hamilton West): What are we on?

Mr. R. S. Smith: The member for Sudbury East and I have discussed this and we are going to try and finish it tonight.

Mr. E. W. Martel (Sudbury East): Oh, we are really pounding it through.

Mr. R. S. Smith: We have a gentleman's agreement that we might finish tonight.

Mr. Martel: We might; it is a possibility.

Madam Chairman: Shall we shake on it?

Mr. D. A. Paterson (Essex South): Very short answers.

Mr. Martel: No, I have one long one.

Madam Chairman: Mr. Smith.

Mr. R. S. Smith: The only point I wanted to make on this is in regard partly to the discussion that we had prior to supper. The deputy minister indicated then that grants were 100 per cent in some areas and 60-40 in others and it averaged out at 75 per cent.

Perhaps it might be better if the grants were 75 per cent across the board and those municipalities that found themselves in difficulty because of their low assessment then came to the minister for the special assistance.

In that way, most communities could budget for preventive services on a 75 per cent grant; they could budget for the care of the cases on a 75 per cent grant; and those that were in difficulty could then come to the province for the special help. We might have a more uniform service across the whole province, if it were done in that way.

Under the present system, preventive services are almost a second class citizen within the needs of the different societies and particularly the municipalities, which have to budget for 40 per cent of that cost. So, I recommend a change in the system to provide 75 per cent right across the board, with the proviso that those below a certain assessment level could come to the province for additional help on the same type of basis that grants are made for educational services across the province on the basis of assessment and the other things that go into the provision of grants in that way. Perhaps the minister could comment on this type of a change.

Hon. R. Brunelle (Minister of Community and Social Services): Madam Chairman, when I listened to the member's proposal, it seemed to me it had a lot of merit. But on speaking to my deputy, Mr. Borczak, he has reservations because there are some Children's Aid Societies right now that only pay a very small amount. They pay only eight per cent themselves. Mr. Borczak could elaborate on the proposal of paying a much higher percentage.

Mr. R. S. Smith: They pay only 8 per cent?

Hon. Mr. Brunelle: Yes.

Mr. R. S. Smith: The municipality pays only 8 per cent?

Mr. M. Borczak (Deputy Minister): That is correct.

Mr. R. S. Smith: Right.

Mr. Borczak: Madam Chairman, earlier I mentioned that the provincial contribution on the preventive services was about 60 per cent.

Mr. V. M. Singer (Downsview): Sixty?

Mr. Borczak: I have a more accurate figure now. For 1971 it was 61.2 per cent. Coming to the point that the member made, we now have quite a number of municipalities that are paying considerably less than 25 per cent of the costs of the child care programme within their area.

For example, in Kenora, if my memory serves me correctly, there the municipality is paying something like six or seven per cent of the total cost of the programme. If, therefore we establish the formula now of a uniform rate of 75 per cent provincial contribution, then Kenora would face the situation that its share would have to increase from roughly seven per cent of the budget to 25 per cent of the budget.

Mr. R. S. Smith: Yes. I added to my proposition that the same area be left open to go to the minister on, say, the same basis on which we formulate our educational grants, which provides grants of up to 98 per cent in some areas. In the poor areas of the province, the province is picking up 96 to 98 per cent of the educational costs, whereas in the, economically speaking, healthier areas of the province the provincial share is perhaps 45 or 50 per cent.

What I'm suggesting to you is that we have that type of a sliding scale with a base amount of 75 per cent.

In that way, areas such as Kenora or some of the other more remote or less affluent areas of the province would remain at that very low percentage of cost to them. What we would do is even out the preventive services across the province, because there would be no additional cost on a percentage basis for those municipalities providing that extra service.

I think this is the problem. There is no question about child per diem care, and that kind of a thing. That is covered; there is no problem there. It is in the other areas where we find more affluent areas in the province with the higher base of service than in the less affluent where perhaps they are needed the most.

I am not suggesting you stop at a 75 per cent base. I'm suggesting that you devise some type of scheme, such as we have in education, which upgrades from there. I'm suggesting that the base be set there, so that all can get the same in that programme.

Hon. Mr. Brunelle: The point you are making is that for those municipalities that have, say, a low economic base the province

should increase its percentage considerably more in order to enable them to provide standard services, or services as good as are provided in other areas.

Mr. Singer: That makes very good sense.

Hon. Mr. Brunelle: Pardon?

Mr. Singer: That makes very good sense.

Hon. Mr. Brunelle: You agree with this?

Mr. Singer: Yes.

Hon. Mr. Brunelle: Fine.

Mr. Singer: My colleague from North Bay speaks with a great deal of sense.

Hon. Mr. Brunelle: That is right. This is an area we are prepared to review. We realize that in many areas there are services that are not as good as we would like them to be.

Mr. R. S. Smith: But we do have to protect the present system as far as those areas that are paying a small percentage. I would think that something like that could be worked out on the same basis.

Mr. Singer: Shouldn't the allocation of these grants be ameliorated in relation to the wealth of the various communities? Surely my friend makes a very good point, that in a poorer community the province should do more.

Hon. Mr. Brunelle: We agree and we—

Mr. Singer: Yes; well, why don't you do it?

Hon. Mr. Brunelle: Right now, we are dealing with the estimates that have been voted. However, we are in the preparation right now for next year's programme.

Mr. Singer: He talks about poor communities and he talks with great experience about many poor communities.

Hon. Mr. Brunelle: We agree.

Mr. Singer: Perhaps we in Toronto get very selfish about all this.

Mr. Martel: You will solve the bunch of problems yourself.

Mr. Singer: Why yes. My friend from—

Mr. Martel: You will get the whole bunch.

Mr. Singer: Where are you from?

Mr. Martel: Sudbury East.

Mr. Singer: Sudbury, yes. My friend from Sudbury occasionally makes a valid point, but we Liberals believe that you should spread the wealth of Ontario around the whole province, and the good minister knows this full well. You should take all the resources of Ontario and spread them.—

Mr. M. Hamilton (Renfrew North): Madam Chairman, it is—

Mr. Singer: —around to people in need. That is why my colleague's sentiments make such good sense.

Madam Chairman: Mr. Hamilton.

Mr. Hamilton: Madam Chairman, isn't that exactly what is happening now? I think it has been pointed out this evening that the grants are varied from 60 to 93 or 94 per cent in the various areas of Ontario.

Mr. Martel: In Toronto, it is 93 per cent. Are you aware of that? Toronto gets 93 per cent.

Mr. Hamilton: They were talking about Kenora, as I remember it, Mr. Martel. They suggested that they were getting somewhere in the vicinity of 93 per cent of the grant, in comparison to probably 60 per cent in Toronto and 75 in Pembroke.

Mr. Martel: In fact, it is so bad that we just get the remaining seven per cent up north.

Mr. R. S. Smith: The point that should be made is it may well be what is happening in some areas, but it is not happening in all areas across the province, because all areas have not had the initiative to come and ask the minister for the special assistance that is available. I think that if there is that type of assistance available it should automatically be available on a formula basis right across the province, and not on a hit-and-miss basis, on which it is now. So it is a change in policy that would, in effect, establish what may be available right now. I think there is a difference.

Mr. Hamilton: What the member for Nipissing is suggesting, Madam Chairman, is that we increase from that 60 per cent base, with probably Metropolitan Toronto and most areas of Ontario to 75 per cent, and then on an added scale.

Mr. Martel: It is an average of 75 per cent; that is the average. You are out in left field.

Of course, up your way the average is 75 per cent.

Mr. Hamilton: That is exactly what it is now.

Mr. Martel: The average—

Madam Chairman: Item 1 carried?

Mr. R. S. Smith: No. I have one other question and it follows from that, and I suppose it is tied to that. It is the question of the payments that are made by the different societies to their social workers. They are field workers and as I understand it there is a great differential across the province in that some societies are able to pay a much higher rate than others. This creates a competition among these societies for people and what it does is perhaps put those who choose to go and work in certain areas of the province at a disadvantage for the services that they are rendering to the Children's Aid Societies.

We always mention Ontario, but apparently from the information that I have the salary scales among the societies in northern Ontario are far below the provincial average and this is tied to the other remarks I made earlier. I'm sure it is a result of the amount of moneys that are available at the local level. Perhaps the minister or someone on his staff could comment on that to indicate whether I'm right or wrong.

Hon. Mr. Brunelle: I'm advised at the present time that there is no problem in obtaining social workers, no society that is experiencing any difficulty. I think municipal employees, the school teachers and so forth are hired under their own local community or local boards and salaries vary according to the area. I'm not sure whether we should try and interfere in the present arrangement.

Mr. R. S. Smith: I'm not suggesting that they should all be receiving the same amounts of money. But I am suggesting, Mr. Minister, that people are penalized in their income because of the area where they provide their services, and I think it's tied to the first remarks I made.

It's tied more to the capability of the society to pay than it is to the performance of service or to the supply of service that the individual person gives. I really don't think that that is right.

I think that they shouldn't penalize a person in regards to his income because he chooses to work for a society in the northern part of the province or the south or east or west.

I don't differentiate there, but I think the difference is great enough that it is not a question of service at all. It's a question more of the ability of the society to pay and I think that that's not the proper basis for arriving at the salaries that are paid the different workers in different parts of the province.

I don't think the cost of living or anything like that has anything to do with it really. I don't think the professional competence of the people has anything to do with it either.

Hon. Mr. Brunelle: Apparently the salaries that are being paid now are fairly good. To my knowledge there's no area that is paying what you might call an inadequate salary, and out of 1,270 social workers at the end of March there were only 67 vacancies.

Mr. R. S. Smith: Well I know. But you are well aware that because of the interest in the education of these people this field is, like many other areas, fast reaching the point where the supply is meeting the demand. On the other hand I'm talking about the differential in salaries across the province.

Hon. Mr. Brunelle: Apparently in northern Ontario the salaries in most areas are higher than in many other regions so you can't just—

Mr. R. S. Smith: Are you telling me there is no differential? There has to be some differential.

Hon. Mr. Brunelle: There is some variation but, generally speaking, the salaries are quite adequate for that type of work. I think you are trying to make the point that some Children's Aid Societies are unable to pay adequate salaries. From the information I have been given this is not necessarily so.

Mr. R. S. Smith: Are the salaries of the Children's Aid Societies on a par with those that are paid by your department for the same classification?

Hon. Mr. Brunelle: Yes, they are.

Mr. R. S. Smith: In all societies that is the case?

Hon. Mr. Brunelle: Generally. Miss Graham, the director of the child welfare branch will answer that.

Miss B. Graham (Child Welfare Branch): Madam Chairman, I would say the answer is yes, with the added factor that many times the other benefits are even greater

than those in our ministry, such as holidays and other benefits of that sort.

Mr. R. S. Smith: That's not the information that I have from some people that I discussed this with. They felt there was a major differential across this province in the salaries being paid by the different societies.

Miss Graham: Oh there is indeed a difference set by the local board, Madam Chairman. That's very true, but it's the old question of supply and demand. Frequently the rates in the areas where there are more personnel available are lower than in the more remote areas where they are not so available. Sometimes the more isolated community has a higher rate for their social workers than the larger centres.

Mr. R. S. Smith: The caseloads, are they the same or is there a differential there?

Miss Graham: There are certain differentials but on an average they are pretty much the same. Again, depending on the skill of the worker and the experience of the personnel and sometimes the conditions of work—like distance to travel—would indicate a lower workload.

Mr. R. S. Smith: I went through a breakdown of the number of social workers who were employed by each society, and I compared that on that same scale to the number of children they had in care. I could see great discrepancies in the number of people on staff and the number of children that were in care on a ratio basis.

Miss Graham: Madam Chairman, the children in care are only a part of the workload of the society. The basic workload of the society is the families that are given guidance and counselling in their own homes in the community. Over the course of a year there would be upwards of 77,000 children given counselling with their parents in their own homes, and roughly 7,000 of those would be admitted to care. More than half the work of the societies is with the families.

Mr. R. S. Smith: Right. Obviously then we either have a differential in the caseload or we have a differential in the other care that is being provided. You can't use that statistic both ways. So really what we have then is a major difference in the amount of other care that is being provided or we have a very large caseload differential.

Miss Graham: Madam Chairman, the one balances the other. Where the society emphasizes their prevention work they don't have as many children in care, and where they have inherited over the years a large number of children their prevention work isn't emphasized as it might be in the neighbouring society.

Mr. R. S. Smith: Yes, well obviously the objective then is to reduce the number of children in care by increasing the preventive services available. And it's pretty obvious that's not being done in some areas.

I think if you are going to argue one way in these things you have to look at the other side too. As a result we don't have the same service across the province.

Miss Graham: The other answer, Madam Chairman, is not only to prevent them coming into care but to move them out of care as quickly as possible and this is where our adoption programme has great value.

Mr. R. S. Smith: Yes. As far as I am concerned, I have attempted to make my point that in some areas we do need an increased preventive service and it's a question of the ability of that area to pay. I think the basic problem is to devise some method by which we can bring those areas up to the same standard as the best.

Madam Chairman: Thank you Mr. Smith. Item 1 carried? Carried.

Item 2.

Mr. Martel: Mr. Minister, my good friend in Sudbury, Father McKee, a very fine person, had a meeting with you several weeks ago.

Hon. Mr. Brunelle: May 25.

Mr. Martel: Right; he thought it was most positive. However he wasn't so overjoyed at the previous year and a half's discussion, I guess. What has been the drawback in getting that programme from the drawing board into reality?

Hon. Mr. Brunelle: Mr. Martel, I would like to look to the future and we had a very good meeting that day. The architect—I forget his name—who accompanied him met with our staff and subsequent to that there was another meeting.

Mr. Martel: That is the one I want to know about.

Hon. Mr. Brunelle: That was a very successful one. Right now things are progressing very well. We hope to be able to—there are a few things to be done. Maybe I could describe them in a list: approval of the fire marshal, this remains to be done—the regulations of the fire marshal. I approve it and we hope to have this all completed by some time this month so that we can get the project under way.

Mr. Martel: I would certainly hope so. They have at their disposal probably the best architect in Sudbury. They have a chartered accountant, I guess. They have a simply fantastic board of people. They also have the long green stuff, at least their share.

My colleague from Nipissing made the point this afternoon with respect to senior citizens. The frustration they go through is endless and I don't know why. Here is a group that is willing to put up a boys' home for emotionally disturbed boys and you wonder at times whether the department is helping or hindering. They had reached absolute frustration. A year ago I was writing to the then minister over it and they had most of the long green. They wanted to start digging, I guess, shortly and the season for construction in the Sudbury area is relatively short.

What bothers me is why the red tape that takes them not months but years to hack their way through it to get approval? As I say they were most happy with the meeting they had with you but I must say their words about the other gentlemen left a good deal to be desired, particularly over the treatment they feel they have received over the past year, at least. What prompts this sort of thing? Is the bureaucracy there to help or to hinder?

Hon. Mr. Brunelle: I don't know the reasons for the delays. I am sure there must have been some reasons for it. But as I have indicated, I am very optimistic that they will be able to commence the project; that we will be able to give our approval this month. There are funds in this year's estimates and in next year's estimates. I believe in this year's estimates we have \$137,000. The grants they will be receiving from us will be \$200,000 for 40 beds at \$5,000. In next year's estimates they will get the balance so we are assuring them of this. As I said earlier we hope we'll do everything we can to try to get this project under way.

Mr. Martel: There are no major obstacles left, are there?

Hon. Mr. Brunelle: No. I understand that the plans are just about finalized, subject to the approval under the fire marshal's regulations, and there may be another body.

Mr. Martel: Fine. I have two other minor points—go ahead.

Mr. R. S. Smith: I have been a little involved in this one, too, because of my friendship with the person he was referring to. It goes back over a long time. I discussed it with him and the thing I couldn't understand was how you were going to fund that with \$230,000 in your budget. As I understand it the cost of that one for funding from the province is \$250,000?

Hon. Mr. Brunelle: They have a substantial amount that they have raised themselves.

Mr. R. S. Smith: I realize that. The per bed allowance is \$5,000?

Hon. Mr. Brunelle: That's right. Our grants will be, as I indicated, \$200,000.

Mr. R. S. Smith: That's \$200,000 for 40 beds? I am glad you indicated it is going to be done over a two-year period. What you have done then is commit part of next year's budget already?

Hon. Mr. Brunelle: This is a normal procedure. Most projects like homes for the aged or other types of institutions are carried for two or three years.

Mr. R. S. Smith: I'm glad to realize that because there are others waiting, too. They can be given approval now under next year's budget.

Hon. Mr. Brunelle: This one, as Mr. Martel has indicated, is a programme they have been working on for some time, so we had made provisions for funding.

Madam Chairman: Mr. Martel?

Mr. Martel: The point I wanted to raise, Mr. Minister, as one reviews the records on page 123 of the report for 1970, you have a variety of programmes for assistance to boarding homes, homes for the retarded, unwed mothers, and under the Children's Institutions Act. I can tabulate that there were 1,761 kids who received assistance under this programme based on the 1970 statistics as tabulated in your booklet.

It seems to me that if that is the actual figure—I could be wrong; these are the figures that were in the book—there seems to me to be a greater need than that in the

province. I am talking about five different programmes and the total number of young people who received assistance was only 1,761. Maybe the figures in the book are wrong or loosely put together or something. Under those five programmes there must be more than 1,761 kids who needed assistance.

Hon. Mr. Brunelle: In this year's estimates, 1972-1973, if I read this correctly, the number of grants or subsidies given under the Children's Boarding Homes Act, or the number of beds, is 574; the Children's Institutions Act, 965; under the Charitable Institutions Act, 544; under the Homes for Retarded Persons Act—439; making a total of 2,522 beds.

Mr. Martel: That is what is estimated for 1972-1973?

Hon. Mr. Brunelle: These are for 1972-1973.

Mr. Martel: Have there been any projections on what is the actual number of people needing assistance in this field?

Hon. Mr. Brunelle: For the record, apparently there has been a revised figure. Under the Children's Boarding Homes Act, 700 beds; the Children's Institutions Act, 904; the Charitable Institutions Act, 412; the Homes for Retarded Persons Act, 422; making a total of 2,438 beds.

Mr. Martel: You went down?

Hon. Mr. Brunelle: Yes.

Mr. Martel: You shouldn't have given me the second one. You should have stayed with the first one; you would have been better off. Have there been any studies indicating the actual need? Under the Boarding Homes Act it would be difficult to estimate how many need help but, for example, under the Homes for Retarded Persons Act is there any calculation or study which would indicate actually how many need help but aren't receiving it?

Hon. Mr. Brunelle: Under the Homes for Retarded Persons Act?

Mr. Martel: Right. You have got 422.

Hon. Mr. Brunelle: Yes, 422, and whether this is meeting the need or not?

Mr. Martel: Right. It is a figure we have but is there any projection of what the actual

figure might be of those who need assistance?

Hon. Mr. Brunelle: My officials are looking at this. You may be interested to know that in the previous year, 1971-1972 it was 274 beds and in the previous year 1970-1971, it was 232 beds. You can see there has been a substantial increase—not quite 100 per cent from two years ago.

Mr. Martel: That is why I make the point. We have had a 100 per cent increase in a year or so; what are the actual needs? Is there any indication of what they might be?

Hon. Mr. Brunelle: I am advised that we haven't information on what is the actual number.

Mr. Martel: In fact it is rather difficult to either pat you on the back or take a shot at you, because we don't know. If it is only 475 and you are satisfying them all then we could pat you on the back. But if the need is for 5,000 and we are only assisting 475 then in fact—

Hon. Mr. Brunelle: Again I would like to mention, Madam Chairman, that there is certainly a great need. We are optimistic, if I may refer to the implementation of the Williston report, that with group homes and so forth this will also be of great assistance to look after many of these retarded persons.

Mr. Martel: Fine. I will let it go at that except that the documentation is rather sparse, Mr. Minister, with respect to needs and what is actually there.

I only want to raise two minor points and then I will pass to my colleague as we try desperately to wind up.

We talked earlier this afternoon about a group of kids from let's say 17 or 18 when Mr. Borczak outlined the guardian programme which was being discussed. What is being done in respect to facilities for four and five-year-old kiddies who don't have a place to go? The problem was brought to attention—I hate to give the Tories any credit, but here goes—

Hon. Mr. Brunelle: You are referring, Mr. Martel, to retarded?

Mr. Martel: Yes, retarded. As I say, I don't like to give the Tories any credit but I must read the full letter so I will have to give you a pat or two as much as I dislike it:

As parents of a four-year-old retarded daughter we wish to thank the Ontario

government for recent legislation making school attendance for the retarded compulsory and for the additional support given for daycare training. However, we feel that in the area of residences we have been badly let down. The facilities presently available fall far short of the need. Smaller local permanent residences are urgently required.

I guess that pretty well sums up the point I want to make, the availability of residences for this very young group. I guess you are going to make reference to the Williston report. Great hopes are hinged on the Williston report, if it's only implemented then.

Hon. Mr. Brunelle: Yes, Madam Chairman, we have at the present time though a fair number of residences in the north. For instance, in your own area in Sudbury there are the Grandview Lodge at Chelmsford, under the Homes for Retarded Persons Act, 10 beds for retarded, 14 years of age and over; Youville, children's institution for 30 boys and girls, five to 12 years of age; Clifford Hall, Children's Boarding Homes Act, 10-bed residence for girls 10 to 18 years of age; the Centennial Boys' Home, 40 beds for boys 14 years of age and over, building construction to begin shortly. This group also operates three boarding homes with a total of 20 beds for wards of the Sudbury Children's Aid Society.

The YWCA in Sudbury under the Charitable Institutions Act, preliminary discussions for possible future residence, and then it goes on about North Bay, Thunder Bay, Cochrane, and Geraldton.

So the local communities themselves have taken a lot of initiative and are—

Mr. Martel: What are the conditions like in the south, Mr. Minister? Are they fairly comparable?

Hon. Mr. Brunelle: In the south?

Mr. Martel: Yes. Are they as numerous in that field?

Hon. Mr. Brunelle: Miss Davenport, would you care to comment about the facilities in Southern Ontario for retarded boys and girls

Miss G. M. Davenport (Children's and Youth Institutions Branch): Madam Chairman, this is a programme that has only been operating for about five years now under the Homes for Retarded Persons Act, and it is one

that has taken some time to get sponsoring corporations moving on.

They are gradually spreading across the province. They are centering in those areas where traditionally there have been other institutions for children and for young people, and that happens to be in the southwestern part of the province.

Interestingly enough many small communities in the south, like the Chelmsford area in the north, are also interested in moving very quickly to develop community residences for the retarded.

Mr. Martel: What about the major centres like Toronto?

Miss Davenport: There are some, but there are probably fewer in major centres than there are in smaller communities.

Mr. S. B. Handleman (Carleton): Madam Chairman, I wonder if I could find out, while we are on the subject, about any in eastern Ontario because we have several very, very urgent cases of people who can't get into Smiths Falls, but must find permanent homes for young children. I am talking about children aged six to ten, who are severely retarded and impose a tremendous burden on the parents.

Miss Davenport: Madam Chairman, I think we should say that the majority of the community residences are not to serve the severely retarded, but are either to serve retarded children who can attend a school for the retarded or to serve adults who can attend a workshop for the retarded. I think the feeling is that the hospital services would meet the needs of those who are more profoundly retarded.

Mr. Handleman: If they are available?

Miss Davenport: Yes.

Hon. Mr. Brunelle: Also Madam Chairman, I would just like to say a brief word. The daycare centre programme of last winter, where, out of 63 daycare centres, 10 were built for retarded children, has been of tremendous value to those children and to the parents who are now able to keep their children at home and then bring them to the daycare centres, and these children have a much better chance of being rehabilitated than they were formerly in the large institutions.

Mr. Handleman: Mr. Minister, that apparently is the next vote, and I was going

to ask you about that. But since you mentioned it yourself, the 10 daycare centres you mention are, of course, simply a drop in the bucket.

I am very grateful for the one in Ottawa, but we also happen to be a regional municipality and yet nobody outside of the city of Ottawa can get into the one in Ottawa. We need one in Carleton. We have over 125,000 people, and there is absolutely nothing for the type of child that I mention.

We have had situations where children have been waiting for four and five years for permanent admission to Smiths Falls. The parents don't want them in Smiths Falls. Everybody agrees that that is not the solution, but it is the only facility which is available and it is not really available.

I agree entirely. I think day nurseries would certainly take some of the load off the parents, give them a breather, let them get their energy back, and then take on this very, very tremendous burden that they have had imposed on them.

Hon. Mr. Brunelle: Madam Chairman, this has a bearing, but as Mr. Handleman says, it really comes under the next vote. We certainly agree that there is a great need for more of these daycare centres, especially for retarded children.

Madam Chairman: Mr. Newman?

Mr. B. Newman (Windsor-Walkerville): Yes, Madam Chairman, I wonder if I could ask the minister how he was getting along with the Glengarda Ursuline school in the city of Windsor in their request for additional financial assistance especially for the construction of the gymnasium facility to assist them in their programming.

Hon. Mr. Brunelle: Who is familiar with Glengarda in the great city of Windsor? Miss Davenport?

Miss Davenport: Yes, Madam Chairman, I think that they haven't discussed with us their need for a gymnasium, but the programme is one that is a very good one and a very interesting one and one that we are very proud of.

As you know they have been gradually phasing out those American children who are in the programme as they finish the school year so that it is almost totally Canadian children, Ontario children, who are now being served in the programme, and it is a very excellent one indeed.

Mr. B. Newman: Did they not ask you for assistance for the construction of a gymnasium?

Miss Davenport: No, we have had no official request.

Mr. B. Newman: If they didn't ask, I can't ask.

I wanted to ask two other questions of the minister. One is concerning the Crossroads organization in the city, the organization concerned with the rehabilitation of the youthful drug offender. They operate both a drop-in centre in the community and also a farm. They have asked for assistance from the department and apparently it has been forthcoming but to the best of my knowledge they have not received it. As of April 18 it was still in cabinet's hands, I understand, Mr. Minister, with the Management Board of cabinet, and I just wondered if their financial help is forthcoming or not?

Hon. Mr. Brunelle: I have a long page on this, Bernie, but I will just read you the last paragraph which says that it was approved on May 3 of this year. May 3rd, 1972, lists under the regulations Crossroads Human Growth and Development Inc. as an approved corporation under schedule 1 of the regulation to the Children's Institution Act, at Crossroads Farm, RR No. 2, Essex. It is an approved institution under schedule 3. So the thing is under way.

Mr. B. Newman: All right. That's very good. Have they been informed, Mr. Minister?

Hon. Mr. Brunelle: Oh, I would think so.

Mr. B. Newman: They have been informed? All right. The only reason why I ask is, there seems to be some controversy on council, where they have asked for financial assistance from council, and council seems to be waiting for a financial report from them. I received no word from you after my letter to you earlier—

Hon. Mr. Brunelle: You haven't?

Mr. B. Newman: No, not at all. Otherwise I wouldn't have asked. Had you informed me, Mr. Minister, that they had received a grant I wouldn't have bothered you at this time.

The other one that I wish to ask you about, then, is concerning the New Beginnings, Essex county, a sort of a modified Boys' Town organization that attempts to rehabilitate youth in an urban residential setting. They

are affiliated with the St. Leonard's Society of Canada and they are sort of a junior St. Leonard's Society. They have asked for financial assistance, and I don't think they have heard as yet.

Hon. Mr. Brunelle: Miss Davenport is familiar with this. Madam Chairman, would you care to—

Miss Davenport: Yes, Madam Chairman, we are familiar with New Beginnings. I think this was a quite new project, started—

Mr. B. Newman: Right.

Miss Davenport: —with some Opportunities for Youth grants last year. I think one of the parts of the thing in our programmes is that not only do we have to have money in our budget, but the sponsoring corporation has to have some funds also. So I think while we have been waiting to get them into our estimates, they have also been going through the process of trying to raise some money themselves, because it's a question of having some money toward meeting their capital needs, and some money—which is their responsibility—toward meeting their operating needs. We are both in the process of this, at this point.

Mr. B. Newman: One of the difficulties is, unless the department recognizes the organization, it's a little difficult for them to raise funds. If the department simply would say to the group—New Beginnings, Essex county—if you raise X number of dollars, there will be financial assistance from us. That would be an excellent way for them to then approach the community for assistance.

Apparently unless you make the first step, the organization isn't going to get off its feet at all. The project certainly is a worthwhile one, being a pilot programme. I certainly think it would be worth the small amount of funds that could, or would, be thrown into it to get it off the ground. I would sincerely request the minister to look a little more seriously at the programme and see if he can't get it going, especially since it would be a pilot project.

Hon. Mr. Brunelle: Very pleased to, Madam Chairman.

Madam Chairman: Thank you, Mr. Newman. Item 2 carried?

Mr. R. S. Smith: With regards to the amounts of grants that are available. As I

understand it, for the small homes for retarded children, the grant is \$5,000 per bed. Is that right?

Hon. Mr. Brunelle: Yes.

Mr. R. S. Smith: And under the Charitable Institutions Act, it's \$1,200 per bed. Is that right?

Hon. Mr. Brunelle: It is \$5,000. It's the same in both—\$5,000 for new construction, and \$1,200 for acquired.

Mr. R. S. Smith: Oh, I see. That's the differential.

Hon. Mr. Brunelle: As I mentioned earlier, the Acts have been amended, whereby we are placing these in the regulations, allowing more flexibility to increase them at some later date.

Mr. R. S. Smith: Yes. In the regulations; there will be more flexibility on a ministerial decision, is that right?

Hon. Mr. Brunelle: Well, we don't have to amend the Act. As the money is made available, we can increase the amounts through regulations.

Mr. R. S. Smith: A few weeks ago I had a discussion with Miss Davenport in regard to the application for grants for the purchase of an existing building. I kind of had some difficulty understanding how you apply for approval, if you haven't already purchased the building. Apparently you have to have purchased the building, and then you apply for the grant. Is that right, or was I mistaken in that? Just how do you go about making an application to purchase a group who have their share of the funds?

Miss Davenport: Madam Chairman, I think it becomes a question of the whole procedure of approval—the approval of the corporation—so there is an authority to make capital grants, and then the approval of a specific building. Generally, if a group is planning to buy a building, they will make their purchase of the building conditional on approval.

I think there we have another technical point, and that is if a group is operating a service then the minute the corporation is approved, we are responsible for the service they are operating. This has been the situation as far as the North Bay Crisis Centre has been concerned. They have been operating in another building and have been operating a service.

What we would hope is that, when they are ready to move ahead with this service, then the two things would be approved at the same time—the corporation and the service itself—in order that capital grants might be made and operating both.

Mr. R. S. Smith: But the problem lies in the fact that the approach they are taking is to get approval for the service now, and approval for the per diem for service, and the approval for the capital grant, at the end of their option period, which they have on the building. Now, is it possible that they can be given approval now for their capital grant, as well as for their per diem, even though the purchase doesn't take place for about a year?

Miss Davenport: Yes, I think, Madam Chairman, in this case, it certainly would be a possibility. We are working with them toward that end, toward approval of the existing building.

Mr. R. S. Smith: Well, I think they provided it to you, after we discussed the question of the lease purchase agreement. Did they send that in after we discussed it?

Miss Davenport: No, we haven't received it yet.

Mr. R. S. Smith: That's the basis on which you will make the approval—

Miss Davenport: They would not be eligible for a capital grant until they actually owned the building.

Mr. R. S. Smith: This is the point. How can they pay for the building until they have your grant? If they could buy the building, they certainly wouldn't need your grant. The point is, they need approval for the grant before they make the purchase. This is the problem. You are putting the cart before the horse. You are having them buy the building, and then they get approval on the capital grant. This is the difficulty. How do they buy it without the capital grant?

Miss Davenport: Again, Madam Chairman, I think we would have to say we are talking about an acquired building. We are talking about \$1,200 per bed. The major cost of the purchase of the building will be one that the corporation will be meeting. Our contribution toward the cost of the building will be only a portion of their total cost. So again, groups are in the situation of having to have some money on hand for this.

Mr. R. S. Smith: Yes. But they really don't want to have the \$1,200 on hand, because that is what they are applying to get. Say the cost of the building is \$50,000, just as a round figure, and there are 20 beds involved. The grant is 20 times \$1,200, or \$24,000. What you are indicating to me is that they have to have that building bought before they get the \$24,000, but, in fact, they need the \$24,000 to buy the building, you see? Are they given approval on condition that they buy the building? You understand?

Miss Davenport: I understand your dilemma. I think the corporation cannot be dependent on the grants that are made under the Act. They must be fund raisers.

Their original statement to us was that they planned only to rent this building for a period of a year. We were hopeful that it could be a service that was approved for operating grants, and at the end of that time the question of capital grants would be discussed, because at that point they would purchase the building. This was their hope, that they could raise funds to this end.

Mr. R. S. Smith: Part of the purchase price of the building is your \$1,200 per bed grant. They need approval for that to go ahead and buy the building, because it would be a significant part of the purchase price. You have to put the cart before the horse. Before you buy something, you have to have your money, or know where it is coming from. In this case, if they buy the building on the consideration that they are going to be approved for a grant, and then they are not, they are left out X number of dollars. To do proper planning they certainly have to know what they are going to get. I don't see how you can't give approval, conditional on their purchase, and then they know where they stand.

Miss Davenport: Our feeling is, Madam Chairman, that it is a hope to approve the service for operating grants, and we would then anticipate that, if all proceeds well at the point at which they acquire, we would be making a capital grant.

Mr. R. S. Smith: They make application for approval for the capital grant and they indicate that they will purchase the building on April 1. What do you reply to that?

Miss Davenport: Well, I think, Madam Chairman, the capital grant is an acquired grant. It is when a group owns a building they are eligible.

Mr. R. S. Smith: But they will be told, "When you own the building, you will get your \$1,200 grant." Okay. That's the point. Okay, that's fine.

Madam Chairman: Is item 2 carried?

Mr. D. H. Morrow (Ottawa West): Madam Chairman, may I ask the minister in this item whether he has any moneys set aside for the problem that I was after him about earlier—that's the problem of the severely handicapped, retarded or physically handicapped child?

Hon. Mr. Brunelle: Who are living at home?

Mr. Morrow: Who are living in a lodge; in a lodge, the extended care picks up the first half. Remember, it was the \$3.50 a day that I was worried about and we came to you some three or four months ago, and you were going to look into a pension for the children under 16 years of age. Over 16 years of age you already have a pension for them.

Hon. Mr. Brunelle: That's right.

Mr. Morrow: Now have you any money in this item?

Hon. Mr. Brunelle: I do not believe so, Madam Chairman. There is no money in this. This would have to be a new policy, doctor, and these estimates were submitted to us in February I believe, around February or March, and there is no provision in these estimates for the payment of \$3.50 per day to children who are retarded and who are receiving extended care.

Mr. C. E. McIlveen (Oshawa): Do I understand this then, that if that policy is changed, and we have it before the policy minister, it won't be until next year?

Hon. Mr. Brunelle: Not necessarily, no. If this matter, as I have indicated to you, is before the social policy committee and if the committee agrees that there should be provision for the \$3.50, then the procedure would be that this would be submitted to Management Board for approval and then is subject, of course, to cabinet approval. It would have to be new money.

Mr. Paterson: Supplementary estimates?

Hon. Mr. Brunelle: Yes, supplementary estimates, yes, but in the estimates before us there is provision for—

Mr. McIlveen: Okay, I understand. I just wanted to make sure that you couldn't put this programme off until next year just for a lack of money.

Hon. Mr. Brunelle: No, no, that is right, doctor. It doesn't necessarily mean to say that we would have to wait until next year because there are supplementary estimates and there are occasions where some programmes need—

Mr. McIlveen: Okay, thank you.

Madam Chairman: Item 2 carried.

Item 3?

Mr. Martel: Madam Chairman, I am going to be a little while on this one, I am afraid, in view of the fact that it is the one area in which we have been able to get some research done.

We have had a great research staff. You know, if we could only match the Premier (Mr. Davis) for staff, it would be great. He with his 93 and us with our three.

Mr. McIlveen: You can't match him.

Mr. Martel: Pardon?

Mr. McIlveen: You can't match him for brains, that is the problem.

Mr. Martel: Well, I don't know. The people of Sudbury East thought so. They gave me 55 per cent of the vote. I don't think there are too many around here that can boast about that.

An hon. member: Oh, of course there is—

Mr. Martel: You know, 55 per cent is not bad.

Mr. Morrow: An isolated spot.

Mr. Martel: How many did the member for Oshawa say he won by?

Mr. McIlveen: I don't know—hundreds probably!

Mr. Martel: Oh, well, thank you.

Well I want to put some material on the record rather deliberately, Mr. Minister. Like in my lead-off there are concepts surrounding daycare centres which bother me, and bother the New Democratic Party.

The concept of daycare centres is fraught with middle-class assumptions that these are of the greatest value to the working poor; that they provide a service that working parents can't provide, but otherwise would

and should; that they free women to enter the labour force and find productive work; that besides being places of positive value to children, they also free parents who want to fulfil themselves, if not by working then by employing their added leisure time in some more useful and satisfying way.

Thus, for example, the Senate report on poverty notes that and I quote: "Studies show that greater numbers of normal, middle-class, intact, responsible families with working mothers need daycare service." The reference to normal and responsible families is in itself somewhat gratuitous on the part of the report, but does remind us of the currency of the myth that working parents cannot provide for their children as adequately as middle-class parents without the providential support of the day nursery which remains at best a poor substitute for love and affection.

It is worth remembering, as the royal commission on the status of women in Canada points out, that child rearing has historically been shared among several adults in the family. Earlier generations usually had wider family relationships. The extended family often included grandparents, aunts and uncles all under the same roof, so reliance on the mother is a more recent development.

The reason I put this on, Mr. Minister, is that I have just been plagued by people about day care. Labour groups, ethnic groups, just about everyone I know has made complaints about the inadequacy in Ontario and therefore I put this on the record.

Hon. Mr. Brunelle: In Ontario?

Mr. Martel: In Ontario and Canada;

Mr. Martel: In Ontario and Canada; 300,000 places, I believe, needed in Ontario, 900,000 in Canada, according to Mr. Munro. But we will come to that. I have put it on the record and maybe you can have your staff lining up the rebuttals and that will be just great.

Even in recent times though, daycare has not been peculiar to the poor. In fact the wealthy have always had help in caring for their children—live-in help, nursemaids, private schools and summer camps have long been their prerogative. There has also been someone else to ease the burdens of the rich.

Although no study has been carried out in Ontario to determine the socio-economic class of those who use daycare facilities and why we should have them, such a study was carried out in New York in 1968. It was used

as the basis of several recommendations contained in the report of the royal commission on the status of women in Canada.

In 1968, Dr. Florence Rutermaun showed that children placed in daycare included as many from middle and upper income levels as from lower income levels. When questioned about using such centres if available, 52 per cent of the sample of working mothers in the lower bracket said "yes," so did 20 per cent in the highest income level.

It would be a disservice to the working poor therefore to champion them as a *cause célèbre* in the demand for more day care. The thrust of the argument should be that daycare is neither a welfare measure, nor a convenience for affluent parents. It is not a substitute for parental care but a supplement which should be available for a variety of very good reasons. These may range from economic need to the desire to provide children with a positive and creative situation in addition to that provided by the families.

A particularly increasing number of working mothers from all social classes demand that day care be provided as a useful community service on a universal although entirely voluntary basis. What has happened in other countries—and again we will notice the failure with respect to Ontario—indicates that Canada is far behind in the provision of services to pre-school children. Sixteen per cent of the children of working mothers are under three years of age. There are almost no facilities for this group and the one group that I have probably seen more of in the last several months are the kiddies from one month to three years of age.

There are many reasons for this, not the least being that we now have an Ontario labour legislation which grants women time off for maternity leave and then they have to get back into the work field six weeks after the child has been delivered.

Another which has been alluded to over and over again during these estimates, of course, is the fact that many single girls are keeping their children and in order to go out and earn a living and not be on the welfare roll, they must have a place for the children to be cared for. So these are two very significant reasons why we should in fact have daycare centres in abundance for the one, two, three-year-old range.

The royal commission on the status of women estimates the current need for this age group alone at 130,000 places for children between three and six. The total, according

to Munro, of places needed in Canada is something like 900,000.

Now, the operating costs—and again they are a myth perpetuated by this government—net operating costs of nurseries operated by municipalities or Indian bands, either directly or by private agencies under contract to the municipalities or bands, are funded on an 80 per cent provincial and 20 per cent municipal basis. But this is a real fallacy. However, for all costs covered by the Canada Assistance Plan, the province can collect 50 per cent of the total from Ottawa, so the funding of such cost is really 50 per cent federal, 30 per cent provincial, and only 20 per cent municipal. So that the province is not all that magnanimous in its generosity towards day care—operating costs, 30 per cent.

Federal funds are extended only to the provinces, not directly to municipalities, Indian bands, or agencies operating daycare centres. Federal cost-sharing is limited to the costs of service to persons in need, or likely to become in need. However, this includes the salary of daycare staff and subsidies on behalf of persons in need.

I suggest to you, Mr. Minister, after meeting with representatives of the 330,000 Italians in the Italian community in Toronto, that the mothers, in many instances, are earning \$30 to \$35 a week and have to pay \$17 to \$20 a week for daycare services. There is virtually no way that they can go out into the work world and help augment the husband's salary, and pay \$17 to \$20 of a \$32 or a \$35 take-home pay for daycare centre service. And so, again, there is very little assistance for this group, because they don't qualify, financially, if the husband works.

In calculating the costs it will share, the federal government deducts any private subsidies which daycare centres may receive. Both governments deduct any fees paid by parents in arriving at net operating cost. No provincial or federal funding is available for our co-ops, as well. And, again, as well as co-ops, community or privately operated nurseries, except those from which a municipality or Indian band, or the province, purchase the service.

You see, when we put the limitations and the barriers up, we really can't expect to move ahead in the providing of daycare services in the province. There are barriers every inch of the way, Mr. Minister. Costs are prohibitive for parents. A whole variety of types of daycare centres are not receiving any type of financial assistance, and more

than that—I'll come to it—the stringent regulations under which daycare centres operate, make it impossible for them to operate. So that, in fact, there's just one barrier after another to providing this essential service.

Under the amendments to the Day Nurseries Act passed in July, 1971, Ontario can now provide 80 per cent of daycare costs in private homes where not more than five children are looked after. Well, the regulations have finally come forth; I haven't had an opportunity to see them. I put the question to you now; the answer can come after I'm finished. How do you intend to disseminate this information so that, in fact, people will attempt to set up these small units, which could operate within the immediate environment?

Another deterrent, of course, is transportation costs to a mother to get children great distances to the one or two daycare centres which might operate in any given community. And there are no funds available for that. The programme looks promising, but only if there's going to be a determined effort to have these small units established in the communities across the province. As stated, I haven't looked at the regulations; I hope they're not as stringent as some that exist at the present time for the large day nurseries, because, in fact, it will be just window dressing.

The capital costs, of course, the 80-20 provincial-municipal cost sharing applies to costs of renovating buildings for daycare centres, but the federal government does not make any reimbursement to the province for these costs and, again, they have Munro running around saying we need 900,000 places, but he doesn't provide assistance to the province from that point of view. I'm wondering when both governments intend to sit down with the municipal governments to discuss—

Mr. Morrow: When Stanfield is in.

Mr. Martel: That won't be any better. God, old "Bullet Bob" wouldn't move fast enough.

An hon. member: That's an unfair comment, Madam Chairman.

Mr. Hamilton: He could move past some other people we see around at the present time.

Mr. Martel: I wouldn't go that far, he might fall asleep on the way.

Mr. Hamilton: Those others are asleep now.

Mr. Martel: Well, I'm not sure he's been awake. Up until this year no direct provincial or federal contribution was made to capital costs. However, when day nursery care services were purchased from private or co-operative nurseries the government would share in the amortization costs of the capital budget of the agency from which the services were purchased. The July, 1971, amendment to the provincial Day Nurseries Act provided for a 50 per cent sharing of capital costs incurred by municipalities or Indian bands for day nurseries, but nothing was made available to co-ops, community or private nurseries.

And we come back to the point—are you really interested in establishing day nurseries when you rule this type out? For example, I think of the resolution passed by the labour council here in the city of Toronto, which is interested in establishing day nurseries right on the job site in co-operation with management. And yet there is no way that this can come about under our present legislation, so you would have them right at the plant so that in the case of the mother or father working at different places—or if it is in the father's plant he can take the child to work with him. They can't negotiate it even.

Again, Mr. Minister, all the stumbling blocks are there for day nurseries. You can see why I am taking the time to read this, because your programme is fraught with loopholes that hinder rather than make day nurseries available.

Utilization of the Canada Assistance Plan: Even though the federal contribution to day nurseries is restricted it would appear that the provincial government has not availed itself of all that could be obtained.

For example, I believe only one Indian nursery is receiving assistance at the present. There might be a couple more in the past month or so.

Hon. Mr. Brunelle: There were 10 built—nine or 10.

Mr. Martel: Ten built, yes. But at the end of this fiscal year you had how many receiving grants—at the end of the fiscal year just finished—April 1, 1972? How many received assistance last year? And this according of course to the report we were able to dig out, the 1970-1971 annual report of the department.

Many municipalities have no programme whatsoever. Figures show that the federal contribution to operating grants have quadrupled in the two years from 1968-1969 to 1970-1971. They have more than doubled

for purchased services. However, the federal share of total federal and provincial expenditure for day nurseries has remained at close to one-third in the last two years.

So you see, Mr. Minister, we now turn to your role strictly, as I was just setting the stage. No, we'll turn to the province's role, because I don't want you to do what my friend "Big Tom" did when he answered some criticism in the press some time ago. He played the game of percentages. When you are starting from a percentage of zero almost and you start to make improvements, in two or three years certainly the percentage increases can be in terms of 400 per cent or 500 per cent, but they really are irrelevant against the need, when there was nothing there to start with. That is basically the position the province finds itself in, some 20 years behind Europe.

Until recently the extent of the provincial role in daycare was to license and supervise while covering 80 per cent of the cost of operating and renovation of municipal day nurseries, and services purchased from private agencies. Before July, 1971, no provincial grants were made available to day nurseries for capital expenditures such as purchase of land, construction and furnishing. Amendments to the Day Nursery Act made last July provided that the government cover 80 per cent of the cost involved in provision and purchase of private home daycare service by municipalities and 50 per cent of the cost involved in the construction of new municipal nurseries.

One of the elements in Bill Davis's stimulation programme announced in October was a budget of \$10 million to encourage growth. It was supposed to lead to some 4,000 new placements, and in reality led to something like—what was it, 2,800 places, or something like that? Your estimates were slightly out. And when we come to that I want to question why Indian day nurseries received \$1,500 per placement and in the white community it averaged over \$3,000 per unit. Quite a discrepancy. The Indians always seem to come out on the short end of the stick. Well, Mr. Minister, I hate to pause in full flight of course, but as Pat Reid would say, you provoked me. Let me see—

Mr. R. S. Smith: He hasn't said a word.

Mr. Martel: He shook his head.

Mr. R. S. Smith: You should wear a cloak so that we couldn't see your expression.

Mr. Martel: Right. Rene you shouldn't provoke me.

But the difference is double on the number of units built in the Indian community. The costs are almost double those built in the white community. I want to find out why.

When we get to the figures somewhere, you will find that it is a breakdown that my friend, Mr. Seaton, at the back did for me. Well you didn't deliver the \$4,000; you delivered considerably less. It was a good election promise, though.

Hon. Mr. Brunelle: You just said it.

Mr. Martel: We'll come to it. Now on Nov. 12, 1971, the minister sent a circular letter to municipalities, Indian bands and associations for the mentally retarded asking for applications to be in by Dec. 31. He also extended the grant offered to renovations from Nov. 1 to June 1, 1972. Working capital or renovated projects not completed by that date will get 80 per cent subsidy. Has that now been increased? Do I recall that being increased, the period extended for Northern Ontario?

Hon. Mr. Brunelle: For all of Ontario from July 31.

Mr. Martel: Right across the province. Fine, well there is some progress. You know, Mr. Minister, we could stop in these estimates now and would have made more headway with you, and I must give you a compliment, they don't come easy from me. We have made more progress here if you can deliver—

Hon. Mr. Brunelle: We have a good chairman.

Mr. Martel: Well no, if the minister can deliver what he has promised this committee he would attempt to do we could stop now and have made more progress in this field than in the last five years put together.

Mr. H. C. Parrott (Oxford): Is that a motion?

Madam Chairman: Carried.

Mr. Martel: But I will continue with your indulgence, if my colleague will pour me a glass of water.

Mr. Parrott: If you will move, I will pour.

Mr. Martel: The supplementary estimates provided \$6.3 million for capital grants to the end of the fiscal year. That would really get me going because I am working up a

sweat and I need to cool down a little. I am trying to hurry, as you will notice, if we are going to get done. We could sit a little later tonight, I would go along with that. Would the committee agree?

Mr. Handleman: The silence is deafening.

Mr. Martel: You see they are shaking their heads over on that side of the House. They are not interested in the business of the province.

Interjection by an hon. member.

Mr. Martel: We will come back to the minister now. Well, we will just stop for a minute.

Indian bands, Mr. Minister. Metropolitan Toronto—230 places, average cost per place \$3,088. Other Ontario municipalities—1,180 places, \$3,116 is the average cost. Association for the retarded—345 places, \$6,464 is the average cost. Indian bands—330 places, estimated cost \$500,000, the average cost, \$1,515.

This again indicates to me that there has to be an inferior type of quality in the service being delivered to the Indian community. Now you might have an explanation. As I say, I want your experts to line up there and take us on; that is what the figures look like at the present time, Mr. Minister.

Mr. R. S. Smith: The big element there is the cost for the purchase of property.

Mr. Martel: They might be able to explain that to us, but we'll see.

Now, as I say, I've already spoken about the amendments which have come in recently for the five children. In the supplementary estimates you had an additional \$60,000 extra money for daycare operating subsidy to round out 1971-1972. One is intrigued and wanting to know what that subsidy is for 1972-1973 for operating costs.

The December amendment removes the section enacted in July setting out capital subsidy at 50 per cent. It replaced it with a section which empowered the government to set any rate of subsidy it shows by regulation, extends this to renovation which formerly qualified for only 80 per cent. Operating grants which are not made subject to this sort of governmental discretion but remained fixed at 80 per cent by the legislation are extended to associations for the mentally retarded and the age has been increased.

Mr. Minister, I don't know if I have time, I'm trying to race the clock really. Some of this is great stuff though. I'll go on. I talked myself into it!

Capacity projections. The Minister of Community and Social Services is wont to exaggerate the degree of interest the government has taken in the day care field in the last few years. Specifically, he made the following claim or claims when he introduced amendments to the Day Nurseries Act last July.

Today the Department of Social and Family Services supervises more than 800 nurseries providing half-day and full-day programmes. This is double the number of only five years ago [This is the minister I am quoting, you know. Not this minister; his predecessor.]

The department expends about \$5 million today on day nursery programmes; this is double the amount of only two years ago and \$1 million more than the budget last year.

This is July 8, 1971. There is some truth to these figures but they overstate it in the following particulars.

The increase from 1966 to 1967—441 nurseries—to March 1, 1971—750 nurseries—is 60 per cent, not 100. He was out a little. Since last March the province has increased the licences and we now have over 800. The fact that the number has doubled in five years, however, is not significant in view of the needs of the province.

In particular the proportion of full-day nurseries, which are of greater value to working parents than half-day nurseries, has not increased nearly enough for working parents to take advantage of the increased number of new nurseries. In 1967, 30 per cent of the total number of places in day nursery centres across the province were full-time places.

As of March 31, 1971, only 39 per cent of the total number of places were on a full-day basis. Again, how does that help the working class if only 39 per cent of your day nurseries are full-day operations?

What do you do with the child for the other half of the day? Does the parent leave work to deliver the child to some other institution or to some relative? There is just no way that it is adequate. It can't meet the need of the working people.

The budget is about \$1 million more for this year over the last and has increased 94 per cent in two years. There has not, however, been a corresponding increase in the

number of places for children. You can play around with budgetary figures again. There is an old saying that figures can't lie but liars can figure. Right!

When you do that type of sophisticated manipulation it sounds great, except when you boil it down to the increased number of placements which, in fact, is relatively small and doesn't come close even to meeting the needs of the province. The total capacity of day nurseries in the last two years increased 28 per cent while the capacity of full-day nurseries only increased 43 per cent and still leaves us with a total of only 39 per cent.

Our criticism should be based on do these specific programmes signal a new approach to daycare or is it merely an acceleration of old policy which traditionally sees daycare as a welfare service? I would suspect rather strongly that that's the way the government still views it—as a welfare service without any documentation to support their contention that it might be.

How far will the \$10 million go? Well, it didn't. That was announced with great fanfare during the election. I suggest that an increase of 2,800 places or so doesn't even start to fill the void. I'd like to know what you contemplate further in the proposals for legislation, and because of the time factor, Mr. Minister, I won't put this on the record. I might give it to Hansard, though, with your approval to ensure that it goes into the record. How would that be, Mr. Minister? With the clerk's approval, that would go. Thank you.

Now we can get down to a few specifics. I just want to regurgitate for a moment if I might before you answer.

As I said I met with the Italian community the other night, Mr. Minister. They certainly are of the opinion that there should be this type of day nursery for which the regulations came out last week. There should be a look at the cost because in the Italian community and many of the ethnic communities the take-home pay for many of the wives is relatively small. If you have to take \$17 a day out of these small earnings; maybe pay \$5 or \$6 a week transportation, in fact, if they have \$10 or \$15 left at the end of the week—they have virtually nothing left.

There has got to be some improvement. There has got to be improvement in the type of nurseries, Mr. Minister. There have to be co-ops which are assisted.

The former minister (Mr. Wells) used to make the point, and he did it in the paper, that he had all kinds of co-ops under his jurisdiction. There was no assistance provided,

so he might as well not have talked about it because really the department wasn't involved outside of setting the regulations. There must be a variety of types in meeting with the labour council's request for co-ops. I'll just read their resolution. It is a very brief one:

That this Metro Toronto Labour Council initiate an educational programme through-out the affiliated union, including printed material and meetings of locals; and that such a campaign culminate in a labour conference where, in fact, the possibility of day nurseries on the job site could be discussed with people from the minister's staff.

I just wanted to show you about your regulation, Mr. Minister. I guess there's a real battle going on between your department and those people at the University of Toronto running a co-operative day care centre of Sussex St. Has this been resolved yet? Or is the department still adamant in its position that only they know how to handle kids and parents in co-ops really don't know how?

Why don't we allow some flexibility in the type of co-ops which exist and the regulations which surround them, so that we can have parents involved; so that programmes can be innovative and not simply structured as your department lays down at the present time. I now give you the ball, Mr. Minister. It's in your court.

Hon. Mr. Brunelle: Well, Madam Chairman, so many things were said that I'm like—

Mr. Martel: They had to be said. I said them too quickly, really.

Hon. Mr. Brunelle: I'm like the mosquito at a nudist camp. I don't know exactly where to begin. Maybe I could commence with your reference to the day care project. When it was announced that there would be 4,000 daycare places, and the programme would be \$10 million, it was said in good faith. We were basing our estimates, at that time, on a cost of approximately \$2,050 per place. And if my arithmetic is good, this comes to \$10 million.

What happened, however, is that many municipalities and many associations for the children made the land available at no charge. On the other hand, there were certain areas where this was not possible. Either they did not have the land, or the location was not suitable. There was an additional cost of about half-a-million dollars for land acquisition. Also the cost, and you referred

to this, Mr. Martel, the approximate cost per daycare centres, are Indian bands, \$2,436—

Mr. Martel: How much did you spend then, Mr. Minister? Because it was estimated that you'd spend \$500,000; and there were 330 placements.

Hon. Mr. Brunelle: The figure I quoted, \$500,000, is for land acquisition for the entire daycare project.

Mr. Martel: Wasn't it an estimated cost of \$500,000 for Indian bands?

Hon. Mr. Brunelle: I'll come back to that. For daycare centres for Indian bands, the cost was, or is, \$2,436. Next, the regular daycare centres, \$3,078. And those for retarded children are just doubled, \$6,106.

Mr. Martel: Good!

Hon. Mr. Brunelle: And I believe that everyone will agree that the 10 centres that were built for retarded children was a very, very worthwhile project.

Mr. Martel: Oh, no dispute.

Hon. Mr. Brunelle: And the costs are higher because they have special equipment; there have to be better facilities, and so forth. Apparently this had not been taken into consideration. And the response from the associations for the mentally retarded was very good. So this is why the original figure of 4,000 daycare centres was revised. When the actual number was completed, it was substantially decreased to 2,800.

With reference to the Indian bands, I'm just going by my own knowledge. There is a daycare centre at Moose Factory and I met with the Moose Factory Indian council. To my knowledge, there was no charge for the land—

Mr. Martel: Does that account for the \$700 difference per unit, roughly?

Hon. Mr. Brunelle: Could be.

Mr. Martel: Would that be the largest significant factor?

Hon. Mr. Brunelle: I also believe, but I haven't got the figures—Miss Stapleford is the director of our day nursery services — but there are quite a number of Indian bands who felt that they would rather take an existing building and convert it into a daycare centre; rather than building an entirely new building. And, of course, the costs normally are substantially less. So, therefore, I believe,

this is one of the reasons why the cost per Indian per day is less. So I'd like to emphasize the point that there is certainly no discrimination. Because there were some daycare centres built for Indian bands, near Sarnia, I believe, or in that area, where it was a new centre. I'm sure those costs will compare very favourably with others.

You also referred to the insufficient number of day nurseries in the province. Let's just look over the figures for the last few years. I'm not disputing there should not be a larger number, but, at the same time, in the year 1970-1971, there was a total 27,165. The following year, 1971-1972, this was increased to 30,854 and, by the end of this fiscal year, we will have 36,837: So, this is a substantial increase over the last three years.

Mr. Martel: About a tenth of what we need.

Hon. Mr. Brunelle: It's a substantial increase. You referred to industrial day nurseries. There is, certainly, a need for industrial day nurseries, but under our existing regulations it's possible for an industry, if they want to establish a day nursery, to do so.

Mr. Martel: Well, there's none. The people in the labour field aren't aware of it.

Hon. Mr. Brunelle: I believe we have one. I think there's a hospital that can be considered as one. I think we have one, but there is certainly a need for many more.

Mr. Martel: Yes, but they would have to be run by whom, Mr. Minister? You allow only the municipalities to run them, otherwise they're strictly private.

Hon. Mr. Brunelle: Pardon?

Mr. Martel: You don't give any type of assistance towards that type of nursery, though, unless it's run by the municipality?

Hon. Mr. Brunelle: Mr. Borczak.

Mr. Borczak: There is a direct subsidy available under the Act for municipally-operated day nurseries. There is also a provision that, where a municipality purchases day nursery services on behalf of persons in need from the private operators, there then is a subsidy for that kind of situation. There's nothing in the legislation which would prevent any industrial concern from establishing a day nursery. They would be required to meet the standards set out in the legislation; they would have to be licensed—

Mr. Martel: No bets.

Mr. Boreczak:—but any concern in Canada can do so.

Whether or not industry should be subsidized by public funds to establish day nurseries for fully employed persons becomes another matter. That's a matter of policy.

Mr. Martel: Yes. I am not talking strictly about subsidizing industry. I am talking about co-ops between union and the industry to establish these right on the site, which would probably eliminate many other problems that arise. First of all, they'd be all day and, secondly, you'd eliminate the problems mothers are confronted with with respect to transportation.

If the husband goes to work one way and they have to go the other way, frequently the mother is left to try to get the child to a day nursery in the city of Toronto either by bus or by subway, which is near impossible during the rush hour. You can't take little kiddies down in that subway at 7:30 or 8 o'clock in the morning, because you're trampled on as an adult. Can you imagine what you're doing with a bunch of little kiddies trying to get to and from the day nursery, whereas if they were located on plant sites, in many instances, you would just alleviate so many problems and satisfy a need. I understand there are many of these in Europe.

Hon. Mr. Brunelle: The industrial nursery that I referred to, Madam Chairman, informs me, is the one at the Riverdale Hospital.

Also, briefly, Madam Chairman, there was a significant increase in the number of licensed private nurseries entering into agreements with municipalities for the purchase of day nursery services for children of parents in need. Agreements increased by 43.9 per cent and additional children subsidized represent an increase of 30.3 per cent over the previous year.

Mr. Martel: How many kids? Let's talk in terms of kids. My experience has been that dealing with percentages, as I stated from the beginning, is irrelevant.

Hon. Mr. Brunelle: The number of children subsidized in nurseries for the retarded by this year will be 1,153.

Mr. Martel: How many is that out of the total need, 1,153? It doesn't even scratch the surface. Talking in terms of percentages, when you start five years ago, from nothing, they look fantastic, Mr. Minister. I have made

that point. They look tremendous, but in total they are insignificant, compared to what the need is.

Hon. Mr. Brunelle: And the total number of children subsidized in nurseries under agreements was 2,810. The total number subsidized will be 10,831. This is an indication of the extent to which the province is endeavouring to bring day nursery services within the reach of the working poor.

Mr. Martel: But that's the problem.

Hon. Mr. Brunelle: I agree, Elie, that there is a need for more. At the same time, there are others who can make a very good point. But there are tremendous social needs in this province. You have to weigh the various programmes.

Mr. Martel: You talk about all of these nurseries, and you throw in the addendum for the working poor. In our province, if there was a study done, you would find that the day nurseries are not being utilized by the working poor.

Hon. Mr. Brunelle: Well there is assistance—

Mr. Martel: One-third, maybe?

Hon. Mr. Brunelle: There is assistance now.

Mr. Martel: But I am saying that the working poor, who are credited with receiving that type of service, are the very people who really aren't, in our society. It's the upper crust, and the middle class, that are making the most use of day nurseries at the present time. The working poor are not getting the service.

Hon. Mr. Brunelle: And those for retarded are getting 80 per cent.

Mr. Martel: Fine. You can pay them 100 per cent. I have no objections to that. I'm saying that the myth in the province is that it's the working poor who derive the benefits from day nurseries and that, in reality, very few of the working poor have the service. But they are getting blamed for it. Taxpayers say our tax dollars are going to help the working poor when, in fact, that isn't the case. The people who are deriving the most benefit from day nurseries in the province are the upper class and the middle class. It is not the working poor. It is the people who need it the most who don't get the service.

I realize some of them pay the full shot themselves, and there are a few who are subsidized—10,000—but I'm saying there are

36,000 placements. It isn't the working poor who fill up those placements. Yet they are the ones who are credited with getting the nurseries built for them. Such isn't the case. That's what is disturbing. The poor always get blamed in our society.

It's like medical. The doctors will tell you the patients that come to them most are the people with money.

What we have to do is move in on the area I'm talking about. The province has to bear a bigger share of the cost and provide day nurseries for the working poor. Just don't let them be blamed for it. At least if they are going to be blamed, they should be entitled to the subsidy.

Madam Chairman: Mr. McNie, you had a comment?

Mr. R. F. Nixon (Leader of the Opposition): Point of order, Madam Chairman. I understand that you have agreed to include in the official record of the proceedings of this committee comments that, in fact, were not put before the committee. I think this is a departure.

Mr. Martel: Why?

Mr. R. F. Nixon: I have no particular objection, but I think in the past the only time that anything has been included in the record that was not actually put before the committee was some tabular information.

Madam Chairman: It was a statement that Mr. Martel had prepared. Rather than read through it in its entirety, he asked permission—

Mr. R. F. Nixon: Yes. All right. I would say under the circumstances it is great. I would just suggest to you, Madam Chairman, that you are setting a precedent which—

Mr. Martel: No, she is not.

Mr. R. F. Nixon: It is an interesting one that I'd like to bring to your attention.

Mr. Martel: That is not quite factual, Madam Chairman. The Leader of the Opposition will recall that the positions on the separate schools were documented and presented in the House. What is the difference? This is merely an extension of the House.

Mr. R. F. Nixon: No, they don't accept Hansard reports that haven't been put into the record.

Mr. Martel: They certainly have.

An hon. member: In Washington they do.

Mr. Martel: They certainly did on the separate school issue. Both were tabled and put in Hansard at great length.

Madam Chairman: Mr. Root.

Mr. Martel: Oh, I am not finished, Madam Chairman.

Madam Chairman: No. No.

Mr. J. Root (Wellington-Dufferin): Madam Chairman, on this point of order. This is something that bothers me. Something is being put in the record that the other members of the committee have no knowledge of, and have no right to question what has been recorded—

Mr. Martel: Well, if the court will give it back to me, then I will read the rest of it.

Madam Chairman: Well, if the committee—

Mr. R. F. Nixon: Madam Chairman, I brought it to your attention because, in other jurisdictions, it has become habitual that committees and sessions have practically nobody there and people simply hand their speeches in to some reporter. They are printed in many thousands of copies and shipped out for the consumption of other people. Certainly I do not want to lead the hon. member to continue reading this screed which has been prepared for him. But the alternative I don't think should be acceptable.

Madam Chairman: I appreciate your comments and, as you well know, this is my first chairmanship—

Mr. R. F. Nixon: Madam Chairman, I am not in any way critical of your chairmanship.

Madam Chairman: All right then. Mr. Martel would you be prepared to read this into the record?

Mr. Martel: Well, we will just hold off and see if we can get it on this. I don't want to let the minister off the hook at this stage of the game.

I want to get back to the working poor, Mr. Minister—the people who are getting credited for having daycare centre service available to them and they are being subsidized when in reality studies indicate to the contrary. You haven't studied this situation, to our knowledge. Who's using them in the Soo, John?

Mr. J. R. Rhodes (Sault Ste. Marie): We don't have any working poor there—

Mr. Martel: You don't have any working poor?

Mr. Rhodes: They are in Sudbury.

Mr. Martel: Are they?

Mr. Rhodes: Sudbury East.

Mr. Martel: Oh, they are even higher paid there.

Mr. R. F. Nixon: Come on, you've got the minister on the hook.

Mr. Martel: I want the minister to answer.

Hon. Mr. Brunelle: I am sorry. I had a distraction.

Interjections by hon. members.

Mr. Martel: You want to read it in tomorrow's Hansard?

Hon. Mr. Brunelle: I want to—

Mr. Martel: I want to know if the working poor are credited with using the facilities of daycare centres when in reality this is a myth.

Hon. Mr. Brunelle: I mentioned that this year there will be 36,837 places in day nurseries. Out of that number—

Mr. Martel: Right.

Hon. Mr. Brunelle: —some 10,831—

Mr. Martel: One-third.

Hon. Mr. Brunelle: —one-third, are being totally subsidized.

Mr. Martel: Right.

Hon. Mr. Brunelle: —and the balance—26,006—are being paid by the parents themselves.

Mr. Martel: Right. The point I make, Mr. Minister, is that in fact, the working poor get less than a third of the utilization of daycare centres. Yet if you talk to people, everyone is of the opinion that daycare centres are being built for the working poor.

Hon. Mr. Brunelle: They do get assistance. There is a needs test and if they can pass the needs test they get it.

Mr. R. F. Nixon: Who has that impression?

Mr. Martel: I think it is imperative to know that two-thirds of those who are using the

services do not come from the working poor. We have to make greater effort in providing day care centres for that group that need it most.

Mr. R. F. Nixon: Madam Chairman, the hon. member may very well be correct except in one particular. I don't believe the community has the impression that this money is spent entirely for the working poor. Perhaps it should be, but certainly the impression is that it is available to a large segment of the community—people who work and have kids.

Mr. Martel: I want to differ with the Leader of the Opposition. If you were to go into most municipalities and speak to the people, the working poor don't even know daycare centres exist in many instances. I met with a delegation of Italians from Toronto the other night and they don't even know what a day care centre is all about. They tell me that the people in particular—

Mr. R. F. Nixon: No, but your point is that the taxpayers are under the impression that, because of government policy, they are asked to provide these funds because of the need of the working people. I would question that.

Mr. Martel: That is a welfare programme.

Mr. R. F. Nixon: I don't believe it is considered a welfare programme. I think it is considered as a programme with a much broader application in the community. I think probably the government intended it to have a broad application.

Mr. Martel: Well, I would hope it does. All I'm saying is that if only a third of the working poor are getting any value out of it, then it is a sad commentary.

Mr. Rhodes: Oh, Madam Chairman, that is not correct. A third of the working poor is not correct. A third of those who are using it are the working poor.

Mr. Martel: Right.

Mr. Rhodes: You're suggesting that there is only one-third of the working poor who are being serviced and that is not correct.

Mr. Martel: Right, it was much greater than that. Pardon me, it is much greater.

Mr. Rhodes: Well, it is not correct that—

Mr. R. S. Smith: In fact, there are most likely more than one-third of the working poor representative in that group. There is

one-third who are totally subsidized and there are a good number of the other 26,000 who are partly subsidized. They would be included by themselves in the group of the working poor. Is that not right?

Hon. Mr. Brunelle: No, the 26,006 are paying themselves but of that first group—the 10,831 that are being subsidized—the great majority are single parents and working at low salaries.

Mr. R. S. Smith: But you said they were totally subsidized.

Hon. Mr. Brunelle: Yes, totally subsidized.

Mr. R. S. Smith: Well, are there not a good number that are partly subsidized? There have to be a large number who are paying partially.

Hon. Mr. Brunelle: Maybe this word is wrong. They are subsidized to varying degrees.

Mr. R. S. Smith: That 10,000 are not—

Hon. Mr. Brunelle: Pardon?

Mr. R. S. Smith: That 10,000 are not all totally subsidized?

Mr. Martel: Not 100 per cent subsidization.

Madam Chairman: Mr. Root?

Mr. Root: I was wondering how you establish the municipalities are discriminating against the poor? How do you establish that certain sections are not getting the benefit of the programme if these centres are operated by the municipalities? I know of one in my own area and the municipality is taking it over. Is there evidence that the municipalities are discriminating—

Mr. Martel: They can't use the facility. They can't afford it.

Mr. McIlveen: What if they can be completely subsidized then?

Mr. Martel: There aren't enough places, either. The need is what? Two hundred and seventy thousand in Ontario.

Hon. Mr. Brunelle: There is the reason also that they don't have to be municipally operated. They can use the facilities of private daycare in private homes.

Mr. Martel: That is a regulation that came out a week ago.

Hon. Mr. Brunelle: It has been out a little longer than that.

Mr. Martel: What knowledge has gone out to the public on this fact?

Hon. Mr. Brunelle: We have written to all the associations to make them aware of this. I would think that all those who are interested are aware of it.

Mr. R. S. Smith: It was in the last two weeks.

Hon. Mr. Brunelle: Pardon?

Mr. R. S. Smith: It was in the Gazette.

Hon. Mr. Brunelle: The reason it has taken so long is because we were dealing with the associations. We didn't want to bring out regulations that would not meet with their approval. There is quite a large number of these associations and there were some very divergent views. This was one of the reasons for the delay; why it took this long.

Mr. Martel: The other problem, Mr. Minister, is that there is only 30-some per cent of these day nurseries which are full day-care instead of half day. How in the world can the working poor utilize them?

Hon. Mr. Brunelle: There is quite a mix in this. There are some who want the full day and others for whom half a day meets their needs.

Mr. Martel: Sure. I suggest to you again that if a mother is working she works eight hours in most instances. When only a third of the existing facilities are for full daycare how do you transport the children to some other place? In fact, how do you get the child in the day care centre, because it is only for half a day in many instances? It is virtually useless to the working poor. They can't make use of it because the facility doesn't run all day.

Mr. R. F. Nixon: It is a long way from perfect.

Mr. Rhodes: Madam Chairman, I don't know whether the hon. member has any experience in these daycare centres, but I know from experience that what he is saying is not accurate. In the city of Sault Ste. Marie—

Mr. Martel: And that gives you the world of knowledge?

Mr. Rhodes: At least it gives me some practical knowledge and I'm not reading from somebody's script. The point is that a

daycare centre, prior to this programme coming into being by the government, was operated in the municipality by a service organization—

Mr. Martel: Right.

Mr. Rhodes: —that offered the all-day care through the ministry, then Social and Family Services—

Mr. Martel: Right.

Mr. Rhodes: —it was agreed that the working poor, and in fact welfare recipients, would be permitted to have their youngsters use this facility and they would be totally subsidized.

Mr. Martel: Right.

Mr. Rhodes: There were only 45 places in that particular school and it was not filled, either by those—

Mr. Martel: It was not well advertised in Sault Ste. Marie, then.

Mr. Rhodes: —who were paying or by those who were the working poor or those who were on welfare. They just did not use it. It was extremely well advertised. Obviously the member doesn't know what is happening in that community; he is stuck in that particular area he is in.

Mr. N. G. Leluk (Humber): The golden horseshoe!

Mr. Rhodes: It just so happens that what is being said is not correct.

Mr. Martel: Oh, don't be ridiculous.

Mr. Rhodes: Where these facilities are offered they will be used and they will be used by the working poor providing you can get them to use the facility. If, indeed, it is subsidized as is proposed and only one-third of those using it are the working poor, then obviously there are a lot of working poor who are not taking the opportunity and the advantage of using it. That is not the fault of the programme.

Mr. Martel: Oh?

Mr. Rhodes: It is the fault of the people who don't go to take advantage of it.

Mr. Martel: There is only one-third in the entire province or 10,000 places that run all day long! We have one-tenth of the need satisfied. Now what are you talking about?

Mr. Rhodes: I am saying that if the facilities are there and they are properly advertised—

Mr. Martel: The facilities aren't there. The minister will tell you there are inadequate facilities. Would you kindly advise him that there aren't sufficient placements in the province, Mr. Minister?

Mr. Rhodes: There is a lack of sufficient facilities in many areas, Mr. Martel, and you recognize that, I am sure.

Madam Chairman: Mr. McNie, I think you have a comment here.

Mr. Martel: The minister is still answering questions about regulations. He hasn't even touched on regulations, which are stringent. I asked him if they could be more flexible and allow parents to participate and not be as stringent as you now have them. I also asked what was happening with respect to the fiasco that's gone on at the University of Toronto where your department insists that the parents really have no say on how that daycare centre will operate.

Mr. McIlveen: Madam Chairman, I want to reiterate a little of what Mr. Rhodes said. We have got one of your new daycare centres. We have a city daycare centre under this programme and the spaces aren't all filled yet, in spite of the fact that it has had city-wide advertising. Maybe Oshawa as an industrial town isn't quite the same as Sudbury, but I can assure you that we have vacant daycare places right now.

Mr. J. E. Stokes (Thunder Bay): But keep in mind my colleague isn't speaking on behalf of Sudbury.

Mr. Martel: I haven't mentioned Sudbury at all.

Mr. McIlveen: I am just speaking of local areas and I know my own; that's all.

Mr. Stokes: Mr. Martel isn't.

Mr. R. F. Nixon: Do you want to hear from Brantford?

Mr. Martel: If you want to be parochial and speak about the Soo, that's fine.

Mr. Stokes: We speak on behalf of all of the people.

Mr. Beckett: He said it in a very general way.

Interjections by hon. members.

Mr. Martel: I am not speaking on behalf of the people of this area. I am speaking about all Ontario.

Madam Chairman: Order, please.

Mr. Martel: He is being argumentative, Madam Chairman.

Madam Chairman: Order, please. Mr. Martel, I am sure you want to hear from Mr. Beckett. He has something to say.

Mr. Martel: No, I want the answer to my questions.

Madam Chairman: Yes, we will get them in just a moment.

Mr. Beckett: Madam Chairman, to carry on this point, Mr. Martel has made remarks in which I think he attempts to express that this is general all across the province. I don't believe this is true. We have heard from representatives of two municipalities, and I would like to read to you from the information booklet of the Brant County social services, dated April, 1972.

The purpose of the Day Nurseries Act is to assist low-income families to pay for the cost of day nursery care for their children. We are primarily concerned with single-parent families. To apply for this assistance, simply phone the office and we will send a social service worker to your home to take the required application forms.

In order to determine your eligibility, your expenses are calculated and a percentage of your income deducted from these. If you have sufficient income left over to pay for the service yourself, you may be ineligible. However, if you do not, this agency may pay part or all of the cost for day nursery care.

Assistance is only provided for licensed day nurseries. These are located through the city and are listed in the yellow pages of the phone book. In some cases, transportation to and from the day nursery can also be arranged.

In addition to this, there was a report in the local paper of a meeting of all of the day nurseries in Brantford. They indicated that they welcomed this programme and that they had vacancies and were prepared to carry on with this programme. There are vacancies in the day nurseries in Brantford under this Brant county programme.

Mr. Martel: What did you want so much money for last winter then?

Madam Chairman: Mr. McNie, you had a comment in this area.

Mr. McNie: I don't want to let the minister off the hook. Maybe I can drop somewhere in the middle here.

I think one of the problems here is that most people don't know what we are talking about when we talk about day nurseries. I am serious about this. I think that too many people daycare was a welfare service. It came under the Department of Public Welfare for many, many years.

I can speak from a great deal of experience with the co-ops over 15 years. It is only in very recent years that the co-op movement has been recognized for what it is, and that subject could be discussed at considerable length.

Frankly, I think that there are two dimensions that we have to look at here. First of all, there is the dimension of the working mother. As you say, most of them are single parents; but let's talk about their children too. This is the area where I am concerned. If we were really looking at this the way we should be looking at it, we would be looking at it from the children's standpoint. I think the children have hardly been mentioned here in the debate.

One of the great reservations that I and a great many other people have is with regard to this amendment to the Act which makes it possible for mothers now, particularly mothers in low-income areas, to look after children. It is what they call a more sophisticated babysitting service; but maybe it isn't very sophisticated when you take into account what you are doing with children in the pre-school age. You have a mother with maybe one child in diapers and with four other children of varying ages whom she is looking after during the day. There is a great deal of concern that we may be solving one problem as far as the mother is concerned, but we may be creating four other problems as far as those children are concerned when they start school.

Those who are aware of the needs of pre-school children recognize this isn't the best way to introduce children into the educational system. It may be better than nothing, but surely this is not what we're trying to do. We're trying to provide, I think, the best possible environment for these children, a lot of whom—I won't argue how many—have come from disadvantaged homes. All the disadvantaged homes, incidentally, aren't among the working poor.

I think this could be a backward step, even though it may be well-intentioned. I think the government should take an awfully hard look at this amendment. I think what we should be doing instead, first of all, is exploring the resources that are available to the province—and they're very considerable. The co-op movement has shown this, if I may suggest. In our community, my wife and I were a part of the first one about 15 or 16 years ago. It was a great battle trying to get it located in a church, and it's been continuous now for 15 years. As a result of that one, there are now something in the neighbourhood of 25 in the area. Each one has helped to foster another. The secret, among other things, is the fact that the parents are involved, they're properly motivated and interested, and there's turnover.

Mr. Martel: The secret is that the parents are involved.

Mr. McNie: That's right—and there's turnover. This is really one of the keys of the success of the co-op movement. You don't have people who can brag, like some Sunday school superintendents, of being there 17 or 20 years. You have to move out when your children move out.

But they've also found that if you're properly motivated there are ways to provide for working mothers and ways in which working parents can have their children as part of the co-op activity.

The important thing is that these resources are available in every community. And mothers in particular are looking for ways in which to express themselves and their unique personalities in that age where we used to expect them to retreat—from 20 through to 30 or 35. They're available to help, and they're available to help use resources that are sitting empty for the most part. I'm thinking particularly of our churches—hundreds of millions of dollars in this province are just sitting vacant for the most part during the week.

What is needed is the proper kind of leadership, and this is where our community colleges come into the picture. Our community colleges, instead of cutting back on early childhood courses, as they are right now, because there are not supposed to be enough opportunities for them, should be expanding these courses. We shouldn't be worrying about whether we graduate more than we can use because, speaking like a woman, if I may be permitted, I'm told this is the best

possible course that any girl could take to prepare her for marriage.

The early childhood course is a first-class course in the community colleges, and yet they're cutting back in the face of what is recognized as a very great need in the province for more pre-school and day school classes, whether it's a half-day or full-day service.

Quite seriously, I think the government should be looking very hard at this from the standpoint of both providing services for working mothers and making use of mothers who aren't working and would like to be helping; and, most important, from the standpoint of the children themselves. I think it's going to require almost a total turnabout as far as the government is concerned.

With all respect for the people who are involved now, most of whom have the best of intentions, I think we're going to have to bring some new people and some new thinking into the picture if we're going to get the kind of approach that I think this day and age requires of us. I'm quite serious about that, Mr. Minister. I think the opportunity's here. I think there are a lot of people prepared to go to work, and most of all the community at large. One of the things that we found in part of the select committee in going about the province was there wasn't a dearth of facilities, what there is a dearth of most of all is leadership and proper motivation.

One of the by-products of the co-op movement was leadership. We found that mothers and fathers were getting involved before their children went to school, and they stayed involved. They became involved in Girl Guides, in Boy Scouts, Sunday schools and all kinds of activities in the community, and were providing the one ingredient that we need so desperately and is available almost for the asking, at almost no charge or at no charge at all, and that is leadership, dedicated leadership.

Mr. Martel: Back to the innovation that is being stifled.

Mr. Stokes: Very well said.

Mr. Martel: Jack's been right on. This is the thing that is bothering your department, with the movement that is on at the university at the present time. As I said earlier, the regulations are so stringent that there's no room for innovation in the type of facilities. I think he's hit on it without saying it—that the people who have done the planning

for them, albeit they meant well, ignored the community, and that's why you might have vacancies in various communities. If you can't fill up 45 places in the Soo and they can fill up 25 different day nurseries in Hamilton, I suggest there's something wrong in the Soo.

Hon. Mr. Brunelle: Madam Chairman, there have been some very interesting comments made. I would like to mention that next week I am meeting with the Community Daycare Committee of Metro Toronto—I understand there are about 40 groups—and the main purpose is to discuss our present regulations and Acts. So I do believe that these discussions today will be very helpful for next week. You referred to the University of Toronto day nursery, and I would like Miss Stapleford, who is the director of our day nurseries branch, to comment on this and also on the subject matter.

Miss E. Stapleford (Day Nurseries Branch): Madam Chairman, I would like to point out that we do have 175 co-operative nurseries in which the parents participate, but the secret of their success is a partnership between trained leadership and the parents of the children. In the particular nursery that has been referred to, at the university, the aim there was to have entirely parent control, no input of trained personnel. Unfortunately, our observations in that nursery indicated that the standards were not sufficiently good to safeguard the children. We were reinforced in our belief that there must be this partnership between the trained personnel and the interested parents.

Mr. McNie: I endorse that, incidentally.

Mr. Martel: I am not going to dispute that, but as I said, I think there is room for innovation in it, that the feeling across the province is that it's too stringent and there is no local participation. You have groups who build a beautiful building, but there is no input by the community itself. You have associations that build them, and yet unless there is a kind of a dialogue that brings the people out to make use of that facility, in fact it might stay empty.

Miss Stapleford: Madam Chairman, we have demonstrated in over 175 nurseries that the regulations do permit for strong participation on the part of the parents.

Mr. Martel: Then, I make the point again that there is something obviously wrong, because in groups I have met with—and I

didn't meet with the university group, I must admit—the one complaint has been that the regulations were so stringent as to be almost prohibitive. They couldn't put an input into it. The co-ops have found the secret. Maybe that secret should be related to the rest of the operations which go on in the province at the present time, and you wouldn't have vacancies, because the need is too great to have vacancies, really, if there is some type of liaison.

Madam Chairman: Item 3 carried?

Mr. McIlveen: Madam Chairman, before you go on, I would like to ask of the minister if he has given any consideration to many of the buildings that we presently have in our communities rather than building new day nurseries, such as Mr. McNie mentioned, like churches?

And in certain parts of the urban society now we are getting vacant classrooms, especially at the elementary level. Have you any plans for conversion of these to day nurseries, rather than spending huge amounts of money on the new ones that you're building?

Hon. Mr. Brunelle: I think the point that Mr. McNie raised, and that you emphasize, is a very good one; that we should be making use of present facilities. I personally am not aware whether we have done any research into this. Mr. Borczak, could you—

Mr. Borczak: Madam Chairman, before the recent amendment to the Act, whereby the province now makes grants available for capital construction, there was provision for a grant of 80 per cent towards the cost of renovation. In fact, that was the route that was taken in numbers of cases. Church basements and other similar facilities have been converted to day nurseries under a renovation grant of 80 per cent.

This is still in the legislation, in addition to which we have added the provision for a grant of 50 per cent for new construction. It is possible now, and it is feasible and desirable in many cases, to use existing facilities. There is nothing in the legislation to prevent the conversion of empty classrooms and similar facilities for this purpose.

I haven't a copy of it with me, but I recall a letter has gone out from the Ministry of Education urging the school boards to examine their situation and see what space they may have available, with the idea that they might work with the community in making these places and empty classrooms available for this purpose.

So that this is certainly the intention, and every encouragement is intended by the department to see that this is done.

Mr. McIlveen: Before you come into a community, such as my own, and build a nice new daycare centre with 100 per cent grant, do you take a survey of any of the resources that are presently in the community? Are you going to do it this fall before you build others?

Mr. Borczak: Well, half of the nurseries in Ontario now are located in converted facilities; in churches for example. So this has been an ongoing process.

Mr. McIlveen: But last year you did build one under the winter works programme. At least I think that that's what it was. It is a brand new facility that we have as a daycare centre.

Mr. Borczak: That daycare project was for both new as well as converted premises. It applied to both.

Mr. McIlveen: I know, but what I'm trying to find out from the deputy is if the department did any studies in our communities to see what resources we had presently available that could be utilized; or are you doing any studies across the province now to find what resources could be utilized for this type of programme?

Mr. Borczak: We have not; the reference I made was to the fact that the Ministry of Education has written to all of the school boards and has made them aware of this and has urged them to participate.

Mr. McIlveen: But I think there are more than just educational facilities that we could utilize, rather than building—

Mr. McNie: Just one word if I may, Mr. Minister: One concern I have again is that we are motivated by the wrong things. That suddenly we have got the possibility that we will have surplus teachers; possibly we will have surplus classrooms. So this is another good justification for doing what we are going to do.

I'm suggesting we start again from the most important point, and that is the child. What is the child's need in any given community and what can we do to enhance his opportunity; particularly if he comes from a disadvantaged home. This is where we have got to start.

I'm afraid that what is happening in the pre-school is just what I was saying. There are a lot of school jurisdictions that are becoming concerned now with the possibility of surplus teachers. This looks like a great spot to move in. I see you nodding your head; and for good reason. Because this is what is happening and there is a danger that we may compromise some of the great gains that we have made in the past.

I don't want to overstate it, but the fact is we have not learned in this country to put our people to work—the volunteers, as we call them. This takes a special kind of a skill, and we are not very good at it. I think we have to learn to use these resources far better than we have ever used them before.

People do have the time. We talk about leisure time and what we are going to do with it. Well, most people want to work when they have leisure time—they want to do something meaningful. This is an area where people can do something useful. I think that's the big challenge that we have. This includes people who come from disadvantaged homes, if you want to call them that—and that's not necessarily just poverty. These are sometimes some of the most able people under the proper kind of supervision. It is surprising the talents they show.

One of the interesting byproducts again of the co-op has been that so many of the mothers have come back to the training programme. They have gone to the colleges and they have taken their courses after their families have grown up, and now they are back into the cycle again. And some of them are concerned that they are going to be sidetracked by people in the teaching profession whose qualifications aren't necessarily as valid as theirs. Their understanding of the particular needs of children in these ages isn't as sound as theirs.

We get back to children again. I think it is terribly, terribly important that the ministry doesn't lose sight of this dimension, as well as filling up these empty rooms and making use of teachers and supplying babysitters for parents who are working. I think we have to come back to those children between these very important formative ages who we have neglected so desperately.

We only have to look to places like Russia and some of these other countries to see how well they have done their work in these areas. I am not talking about it in the propaganda sense, I am talking about some of the qualities that make for a really whole citizen. These children are capable in these

years of doing great things if they are handled by people who know how to make the most of them.

If I seem to be excited about it I guess it's because in raising five youngsters and watching them during these years, I have an understanding of what their potentiality is, if we give them a chance. Every child has his potential. And it's such a short period of time—about five or six years.

Madam Chairman: Thank you, Mr. McNie.

Mr. Martel: I just want to ask the minister one question before we depart. Mr. Minister, would you look at costs for people—you are subsidizing 10,000—could you take another look to see how stringent your regulations might be that prevents some people from utilizing these facilities, and maybe become a little more generous in that particular area.

Hon. Mr. Brunelle: Yes, Madam Chairman, we certainly will be prepared to—

Mr. Martel: Finally, would you give a report next week, after you have discussed whether the regulations can be somewhat softened? Would you undertake to let us know—?

Hon. Mr. Brunelle: I will provide you with a memo on that.

Mr. Martel: Fine, thank you.

Madam Chairman: Item 3 carried? Carried.

Vote 2103 carried.

Vote 2104, item 1.

On vote 2104:

Mr. Martel: Madam Chairman, I only have a brief comment to make. I just had a few notes on this.

I had a concern expressed the other night, Mr. Minister, that with respect to citizenship and the ethnic communities, that much of the money which is being expended to assist ethnic communities is, in fact, merely going to sports programmes.

In fact, what they are desirous of obtaining is a type of clinic we talked about for the delivery of services the other night. They have problems which are related to not understanding the Canadian scene. There is very little for their senior citizens.

They are talking about a community centre which involves adequate library facilities and

discussions with lawyers in the form of legal aid—attached to it a day care centre. They feel that this type of setting, right within their own environment, is needed much more than the great push that is on strictly for recreation. They pointed out that they had one swimming pool in the Italian sector in Toronto. I believe they feel they are getting another one.

Their great concern is that all Italians don't swim and all Italians don't participate in soccer.

That is where the city of Toronto spends much of its money and that is where much of the money that, I guess, they get from grants from the province is diverted to.

The type of community centre which involves a library, and some acclimatization to the Canadian scene with respect to our laws and so on, where there could be legal aid counsel would be very helpful. Another of their complaints was, going back to the communications problem, that there is a programme run by ETV. They have a Canadian girl on this programme who does the telecasting but they tell me it would be better for them to listen to someone in English because, really, her Italian isn't even linked to the dialect or the accents to which they are used.

They have suggested taking an Italian out of the community who was educated in Italy. To put an English-speaking Italian on ETV is a waste of time as far as they are concerned because her accent and everything diverts. They give up even bothering to listen they maintain the language barrier is that great.

Therefore, they feel that if there is anything meaningful it has to come from input, from the community itself, the people, the dialogue. I speak of the Italian community. I would suspect that if we went to the Portuguese community they would be saying the same thing.

I only want to make two points. I could talk about a lot of others that they raise but I think we can get two points home. With the establishment of community centres which are community centres in the full sense of the term and not strictly recreational, we would be providing a real service. This is their contention. If we had programmes being televised using people with the accent they have it would be much more beneficial than what is going on at the present time.

Hon. Mr. Brunelle: Madam Chairman, I have with me Mr. Don Martyn, the executive

director, and Mr. Colombo who is the director of the citizenship branch. Would you care to comment, Mr. Colombo? The citizenship branch was with the Provincial Secretary and has been transferred to us in the last month.

Mr. D. R. Colombo (Citizenship Branch): Madam Chairman, we don't provide any grants that I am aware of for strictly recreational purposes. If there are such facilities I think they are probably community-supported rather than provincially-supported.

Mr. Martel: They get a provincial grant. Would the municipality not get the grant? Maybe not directly from you, but from some source of government?

Mr. Colombo: That is quite true.

Mr. Martel: The concern is that in fact too much money goes for strictly recreational programmes and doesn't involve the total community.

Mr. Colombo: Any services that are available to any resident of Canada or resident of Ontario are available to a newly-arrived immigrant. The sorts of things that we are concerned with are assisting the immigrant to integrate initially. I am not familiar with the programme that you spoke about on ETV. I understood that they were producing a "Castle Zarembo" programme. Is that the one you were referring to?

Mr. Martel: They didn't give me the name. I believe they said Alderman Piccininni's daughter is the one who does the dialogue on this ETV programme and they were pretty upset by it. I had seven people from the Italian community so it is a broad spectrum. One teaches at one of the CAAT. I am not talking about a very close-knit group or something like that which came in to see me.

Mr. Colombo: I am not familiar with the programme of which you are speaking. We ourselves do some orientation programmes on cable TV. They are given in three languages. Alderman Piccininni's daughter isn't one of the instructors. They are given in Italian, Portuguese and Greek at this stage. We are presently embarked on a programme of 35 half-hour programmes in each of those languages which are shown free on cable TV. I think there are five cable TV companies in Toronto that are presently showing them.

Mr. Martel: There could be an improvement there.

Mr. Colombo: To the best of our knowledge we have had no complaint about the language that is used on those programmes.

Mr. Martel: Well, as I say, I have.

Mr. Colombo: I think that the programme you are referring to is one conducted on ETV, which is the Ministry of Education.

Mr. Martel: Right.

Mr. Colombo: This is one I am not familiar with. The one I knew that they were doing was "Castle Zarembo." It is essentially done in English, and is for English instruction purposes. I wasn't aware that they were doing another programme in the Italian language.

Mr. Martel: I spent two hours last Thursday evening with this delegation after the House adjourned. The real concern, of course, is the community centre. They feel that that is how they are going to eventually be able to know what Canada is all about; how they will be able to have the things there at their fingertips. The one place they could congregate. And they tell me that for them to overcome the psychological ghetto, which they call it—and they recognize it as a psychological ghetto; not merely a structural sort of thing. But they must deal with the socio-economic things through a community-type centre.

As I say, their argument was that there is just too much of any programme operated by the city of Toronto, which gets provincial aid and goes for recreational purposes. They are not downgrading that, but what they are saying is that it doesn't even start to involve the total community; and they see this as a real problem. They just mention the things for senior citizens—library, legal aid, day-care. That these things should be in any type of community setting where they could avail themselves of this. Where they could go; where they would feel comfortable. And through doing that they could then, of course, move out to the community.

The other point they made—a very important point—was that somehow it is always expected of those recent immigrants to come into the English-speaking community, but that it is not a two-way street. I don't know how they encourage that two-way street; to have the English community go in and socialize with these people in their own environment. They find this difficult to cope with. I don't know what the answer is.

Mr. Colombo: Madam Chairman, certainly it is a difficult situation for the recent immi-

grant who doesn't speak English to have any meaningful dialogue with the English-speaking larger community.

The sort of projects we support through the citizenship branch programmes are the International Institute of Metropolitan Toronto, which provides advisory information and referral services, as well as some cultural and social activities. There is also the Italian Immigrant Aid Society, which is largely concerned with providing social welfare assistance and guidance.

We gave funds to FACI, the Federated Associations of Canadian Italians, an umbrella agency representing about 60 or 70 Italian organizations—social, cultural and immigrant aid.

Mr. Martel: Well, can we just zero in on the type of thing we talked about the first evening? Because we discussed at great length the other night the delivery of services to Canadians born here. And this in essence is what they were saying, Mr. Minister, that maybe we could include this in their own community along the same line we discussed. We could institute the things that they talk about, that they feel they need, the type of supportive service they need in the various communities around a centre in order to acclimatize themselves to the type of society we have.

I asked them, if any one thing could be achieved, what it would be. They tell me the thing they feel they need most is a community centre. Not a recreational centre—that could be included—but a community centre.

Mr. McIlveen: Isn't what Mr. Martel is talking about the committee on utilization of schools—in the community schools like Kensington here in Toronto, which is approximately 75 per cent Portuguese? There they have a complete community involvement between the parents, the Portuguese and the school. They have formed a library in that school, they've a grant for a swimming pool, and they've a grant for many things other than education. It's just the programme that you're talking about. They're also talking about one in Windsor, one in Thunder Bay and one in my own community—

Mr. Martel: That's Portuguese?

Mr. McIlveen: Not Portuguese, no, but the Kensington one is about 75 per cent Portuguese. They have their community school and it has all of the facilities that you've been

mentioning here. But I don't know if it would come under this department.

Interjection by an hon. member.

Mr. Martel: The incentive could come from this department though—the fact is that you are involved in citizenship. If this is the type of input that's necessary, then I would imagine that the directive might come from this group of people who specialize in that sort of thing, to try to have that type of delivery service for the people.

Hon. Mr. Brunelle: Madam Chairman, Mr. Borczak has a comment that he'd like to make on this matter.

Mr. Borczak: Madam Chairman, in our estimates in this vote, there is a provision here for grants under the Community Centres Act, in the amount of \$950,000. The members will recall that in the reorganization of government and the transfer of various areas of responsibility from other ministries to this new ministry of ours, there was transferred from Agriculture this programme of community centres grants. Now, those grants are made to municipalities. They are not, under that Act, available to community groups.

Mr. Martel: Traditionally for arenas and things like that.

Mr. Borczak: They are made for community centres, arenas and that sort of thing—for certain recreational type facilities, for instance indoor and outdoor swimming pools. So there is a programme of grants available through this ministry now, which is the one that was transferred from Agriculture. The ministry, of course, has just recently acquired these new responsibilities and hasn't yet been in a position to identify just what the needs are that are not being met by the grant programmes that have been transferred to us.

Mr. Martel: Well, this could—I would hope then—receive careful consideration. It seems to me that we should be asking them what they need instead of telling them what they need. It seems imperative that that's the direction we should be going.

We might start a couple of them as demonstration projects, where we have large ethnic groups which are psychologically ghetto-ized, if not physically. We can see if we can help them find it easier to accept the great change in lifestyle, the great set of rules by which we play the game, which

isn't prevalent in the country they've left. If this is what they're asking for, we should try it at least. You have the staff over the next year to try such a thing in the Italian community here in Toronto, Mr. Minister. At the end of a year we might just have fantastic results in the line that people are asking for.

Hon. Mr. Brunelle: There is an item here, whereby we have, under our research branch, \$20,000 to conduct an action research study of service delivery systems within the branch as has been done with the community information centres. So, we are doing research, Mr. Martel, in that area.

Mr. Martel: It just seems to me, Mr. Minister, that you might try it. You have a large ethnic group in Toronto now. In fact, they're the largest Italian population in any one given community, I guess, outside of Italy itself. It would seem to me that it's a first-rate place to try a project like that.

If you do have money, as Mr. Borczak has said, go ahead. If it proves successful,

then we can make the transition very easily. I don't want to go at it too heavy. I don't want to talk about the rest of the problems they have and have the one item deviated from. I would just as soon save my charge for next year.

Madam Chairman: Item 1; carried?

Carried.

It now being 10:30, gentlemen, this committee stands adjourned until 10 o'clock, a.m., tomorrow. Tomorrow we anticipate meeting from 10 until 12. If these estimates are finished, we will be carrying on from 2 until 6 with the estimates of the Ministry of Labour.

Mr. R. S. Smith: Even if we don't finish these between 10 and 12?

Madam Chairman: We will finish these estimates first. We will continue with these estimates until they are completed.

The committee adjourned at 10:30 o'clock, p.m.

CONTENTS

Tuesday, June 6, 1972

Children's service programme, concluded	S-983
Community services programmes	S-1010
Adjournment	S-1013



S-34



Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Community
and Social Services

Chairman: Mrs. M. Birch

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Wednesday, June 7, 1972

Morning Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

WEDNESDAY, JUNE 7, 1972.

The committee met at 10 o'clock, a.m., in committee room No. 1; Mrs. M. Birch in the chair.

ESTIMATES MINISTRY OF COMMUNITY AND SOCIAL SERVICES (concluded)

On vote 2104:

Madam Chairman: Will the meeting come to order please!

Is item 2 of vote 2104 carried?

Mr. J. E. Stokes (Thunder Bay): You are pushing, Madam Chairman.

Mr. E. W. Martel (Sudbury East): I don't even know what it is.

Madam Chairman: I was just trying you out this morning. Community development.

Mr. Martel: That's all right, then. Carried.

Madam Chairman: Carried?

Item 2 carried.

Madam Chairman: Item 3, Indian community.

Mr. Stokes: On Indian community, Madam Chairman, I don't think we should let this vote go by—it amounts to \$1.7 million—without having something to say about it, good or bad. In this case this year, from my observations and from the viewpoint of what is being done with—I was going to say limited resources, I think I should say ridiculously inadequate resources—your people are doing a wonderful job.

In the riding that I represent and the area of the province that I come from, I think it's accurate to say that a wonderful job is being done, particularly in making native peoples aware of what services are available to them. It's been my observation over the past 12 to 16 months that your field workers are getting out, finding out what the problems are and assisting native people in finding ways and means of helping themselves. I think this is what we, in this party, have been talking about for a good long while.

I think that if we're going to achieve any degree of success at all in any Indian community work, we're going to have to help them to help themselves. I don't think anybody has got any overall magic ideas about what is going to suit any particular group of native people, whether they be status, non-status or métis. I think that what Mr. Szego has been doing with the capable assistance of Mr. Weldon and all the Indian community officers or field workers that I have come in contact with, is on the right track.

I would like to ask the minister—this may be privileged information; if it is he can tell me—if he sat in on the deliberations when they decided how much money was going to be allocated to provide services and assistance to Indian communities? It seems to me that for three or four years about \$1.4 million was allocated for this kind of work and this was, by and large, the only provincial money spent to assist native people. On one occasion, only \$400,000 of it was spent. I notice you overspent in 1970 and 1971 and this is good.

Mr. Martel: It is not hard to overspend nothing, though.

Mr. Stokes: I wish you had overspent by about \$2 million. I know I, for one, would have backed you up and I think you could have justified every penny of it. I realize that mistakes are going to be made along the way. If you're going to just help native people to help themselves, they're going to make mistakes along the way. They have made mistakes along the way. I'm not going to get into any specifics but I think this is the only approach you can take.

If we just establish all the priorities for them and allocate funds on the basis of what we think is best for them, we're going to be accused of the paternalistic attitude that has been so prevalent at the federal level.

In your aid to community centres, which is \$160,000 in total for grants and assistance to Indian organizations and friendship centres, I notice that provincial assistance to these centres is—or was last year—\$118,000; while assistance for these friendship centres from

the federal government has only been \$41,900.

Now I realize they spend a lot more on native people than this branch does, but it's in a different area altogether. I think you want to continue to place your efforts on community development. I think you want to try to assist Indian communities to become more viable; so they can become more self-sustaining for those who wish to remain in a reserve setting and to assist them to assimilate at their own speed and in the way they think will preserve their cultural and linguistic heritage.

I do think you should try to enlist the aid of more native people in your organization. I know this is sometimes difficult to do. But I think it has to be done, based on my own personal experience in travelling in communities where the population is overwhelmingly native, and where they do have difficulty speaking in the English language. They're very, very suspicious of anyone coming in. They're usually accused of "do-goodery." They're usually accused of trying to dictate to native people.

So I think you're going to have to spend some of your resources in bringing native people down here and training them; having them move around with people who have had a good deal of experience in this field. When they have had sufficient training, and they've acquired sufficient administrative capabilities; then you're going to have to send them out into these communities where we, as so-called "white" men, are very, very suspect.

I think the observations a good many of the native spokesmen make from time to time are quite valid. So I think if you're going to achieve a good deal more success in continuing the work you're doing, you're going to have to involve more native people.

I would like, Madam Chairman, to make an appeal on behalf of the friendship centres. While you have given them \$118,000 in the past fiscal year, I think you should look at some of the work that they are doing, particularly the one in Thunder Bay.

The city of Thunder Bay seems to attract a good many native people from remote communities. And the cultural shock they experience in coming into an entirely strange and new environment is so great they just can't make it on their own.

Now, the friendship centre at Thunder Bay, operated by Mr. Xavier Michon and his staff, is not just a drop-in centre. It's not just a place where native people gather and ex-

change pleasantries. It has come to be a centre where all of the native problems are focused; whether they be social problems, whether they be problems with the courts, whether they be seeking assistance for housing and adequate accommodation.

Any problems that native people have are brought to this friendship centre. I am sure Mr. Welldon has been there; I think he knows what is going on. If you do know what is going on, I think you will realize that with the amount of moneys being made available for these native people—they are all native on staff—that they are doing a wonderful job.

I wonder, Madam Chairman, if I just might read two paragraphs to indicate the extent to which these people are coming to grips with native problems. One of them is counselling.

Courtwork service is an integral part of the centre programme, and although it has been ably carried out by Mr. Michon, it is felt that more concentration in preventive and rehabilitative programming for native court work services is demanded.

A submission is presently being prepared by the centre, for ratification by the federation, to promote a province-wide native court counselling service, and in the area of social work, because many native people arrive in Thunder Bay without the necessities, much less the knowledge of an urban environment. Their situation often results in hardships which they, by themselves, cannot overcome.

Although we now have a qualified social worker on staff, her duties are mainly in the field of housing and can only become involved in what can be termed, "hard cases." There is an extremely great need for a full-time social worker.

Cases are referred to the centre from various agencies; such as aftercare centres, rehabilitation, parole, Alcohol and Drug Addiction Research Foundation, three general hospitals, Lakehead Psychiatric Hospital, the public and high schools, welfare departments and the social and family services. This does not include the penal institutions or those who come to the centre on their own for help.

Presently, the director handles an average of 60 cases per week along with the day-to-day operations of the centre.

It has been shown that the number of native people coming to Thunder Bay will rise within the next year. We can expect the caseload to rise along with it.

To alleviate some of the problems, especially in the area of finding accommodation for newcomers, a new programme has been initiated which will be elaborated under "information and referrals."

In order to give full and proper service to the people, it is hopeful that, in the new year, a fully qualified social worker will be part of our operation.

The centre's operation has been enhanced by the inception of two native workers, who will fulfil a reception, information and accommodation service. In the initial exploratory phase, this service will give assistance in finding appropriate housing for newcomers and provide a form of social service in terms of general information, support liaison with various governmental departments and follow-up assistance when needed in such matters as health care, transportation, clothing, social activities, etc.

They do have recreational and cultural programmes there. I have attended some of them where they perform their own native dances. They do have a handicraft workshop, along with an outlet where people can purchase handicrafts that are made on northern reserves and brought down to assist the native people as a source of income for them.

The other thing, and I think Mr. Welldon must be aware of it, is an attempt by the centre to prevail upon the Ontario Housing Corp. and Central Mortgage and Housing, to provide accommodation for native people coming in. There is a need for emphasis on the kind of housing that native people look for and expect when they come to an urban setting. It is felt that instead of putting them in brand new homes, where they feel most uncomfortable after having come from a reserve where accommodation is very modest, they have suggested that money be made available to natives to acquire older homes where they could be upgraded.

Where the native persons themselves cannot put down a downpayment, possibly Ontario Housing Corp., or Central Mortgage and Housing, with assistance from this branch, could assist them by putting up a percentage of the downpayment and then allowing them to take up from there. Alternatively, if they can't carry the full load of the payments themselves, you subsidize the rental in the same way as Ontario Housing Corp. does with rent-geared-to-income and these kinds of programmes. Where native people themselves are doing very well in this particular field, I don't think you should

discourage them. I think you should encourage them.

Of course, it's going to take dollars; many instances I suppose you are going to have to come in and advise them so that they get the maximum dollar value for the moneys they do have. By and large this particular friendship centre is doing a beautiful job by itself. They lack the resources. I think that in instances where it is proved they are doing a capable job, you provide them with the resources and let them continue with the wonderful work they are doing.

I'm not going to spend a lot of time on this particular item. You are spending \$1.7 million. I wish it was—

Mr. Martel: A drop in the bucket.

Mr. Stokes: I wish it was \$5 million. I want to know from the minister—since he comes from a northern riding he does have a good deal of experience with the native people. I'm wondering why you weren't able to convince your colleagues that this particular programme was indeed worthy of much more money than you were able to allocate for it.

Hon. R. Brunelle (Minister of Community and Social Services): Madam Chairman, first may I thank Mr. Stokes for his very constructive comments. Living in the north, he is very familiar with the problems associated with the native people.

For myself, I also have quite a large number in my own area. I believe I have more than 5,000 mainly on the west coast of James Bay and, of course, I was closely associated with them in my former ministry. If I may deal first with his comments about why did I not try to get a larger amount, I would say to you, Madam Chairman and gentlemen, that I had to fight like hell to keep that amount. I think in every ministry there were as you know, substantial reductions and this area also was reduced. I was able to convince my colleagues that it should be restored to its former amount so I think that—

Mr. R. S. Smith (Nipissing): If Rene Brunelle says he had to fight like hell, he had to fight like hell.

Hon. Mr. Brunelle: Pardon?

Mr. R. S. Smith: If Rene Brunelle says he had to fight like hell, he had to fight like hell. I meant that as a compliment.

Hon. Mr. Brunelle: I would like to remind the members that even though this amount

may not be as large as you have indicated you would like it to be, at the same time we are only one of the many ministries that do provide services to our native people. I asked for the figures for last year, that is the year 1970-1971, from the various ministries. I won't read this out but I could send it to the members if they wish. At that time, it came to \$17,550,400.

This year it would probably be a ball park figure. I think it would be close to \$20 million from the various ministries. Please do not take our allocations as being the total amount that is provided to our native people. I think we all agree that we would like to see it larger.

You referred to several things. You referred to the Indian friendship centres and the very worthwhile role that they play and we agree. As you may know we have funded them considerably; we have funded them three times as much as the federal government. These are on a—

Mr. Martel: Right.

Hon. Mr. Brunelle: —sharing basis. For instance, in the—

Mr. Martel: Chrétien does a lot of talking, that's all.

Hon. Mr. Brunelle: Pardon?

Mr. Martel: Chrétien does a lot of talking, that's all.

Hon. Mr. Brunelle: So just to give you an example, in the year 1971-1972 the provincial contribution was \$116,400.

Mr. Martel: Read one of those books and see what he says about Chrétien.

Hon. Mr. Brunelle: You also referred to having Indians on staff. I think we all agree that it would be most desirable to have more native people on our staff; we have very few at the moment. This is an area in which we hope to obtain more. In my own area, in Moosonee itself, we have several, but we are always working to try to have more, because they are the ones who deal with their own people and who are familiar with their circumstances.

You referred to housing. This past weekend I had considerable meetings with the Indian people; this was at Heritage Ontario. I met with the advisory committee for a couple of hours on Friday afternoon, and on Friday night I met with representatives from Moosonee. On Saturday I met for more than two

hours with Mr. Sault and his people with reference to housing. I also met with Mr. Ed Lyons, the president of the métis and non-status association. He also referred to housing.

There certainly is a need for a housing scheme that would be geared to the needs of the native people and adapted to northern areas. This matter has been before our policy committee and we've also had meetings with Ontario housing. The métis and non-status have submitted quite a lengthy brief to the Minister of Revenue Mr. Grossman.

Mr. Stokes: I have it here.

Hon. Mr. Brunelle: Specifically with reference to one proposal, it comes to my mind now from the minutes of the meeting that I had on Saturday with Mr. Sault and Hector King and other representatives, that we have been in touch with Ontario Housing as recently as the last couple of days and they would send some of their own representatives to Armstrong to meet with the local people to discuss this proposal that they have. Of course, this is one specific area.

The whole question of housing is one that has been before us for quite some time. But I'm very optimistic that there will definitely be some assistance. As a matter of fact, at the present time, there is a strong possibility that Ontario Housing and Central Housing and Mortgage Corp. could finance practically 100 per cent of a housing scheme. This is the result of negotiations taking place between the two agencies.

Housing is one of the great needs of native people. I didn't touch on all the matters that the member for Thunder Bay raised, but I am sure he will bring them up as we proceed.

Mr. Stokes: There is one comment I would like to make. You mention that this wasn't the only department that assisted native people, and I would be the first one to admit that. You spoke in terms of \$17 million to \$20 million overall assistance to native people. I hope nobody in this room or anybody reading Hansard will get the impression that native people are the only people who are receiving these so-called government handouts or government assistance. The last year for which I have figures—I think it was 1968—indicated that on a per capita basis, so-called handouts to native people amounted to \$350 a year right across Canada.

Handouts to white people, that is, you and me, by way of family allowance and all

of the social assistance schemes, amount to about \$700. So we are really and truly the recipients of these handout programmes to a much greater extent than the native people. If anybody comes to you and tries to tell you that you should stop coddling native people, just quote those figures to them, and I am sure they are much more readily available to your department than they are to me as an individual member.

I am sure that that still holds true, that if you take into consideration all of the moneys that are spent to assist people in the just endless welfare programmes and assistance programmes at the federal, the provincial and the municipal level I think you can make a good case for more money for native people.

You and I, coming from northern ridings, know just how dearly the native people hold their treaty and aboriginal rights. As the former Minister of Lands and Forests, you know how much this means to them—the right to hunt and fish and trap as long as the winds shall blow and the streams shall flow. They feel very, very strongly about it and I agree with them, when you go back into these treaty rights and see how they have been abrogated over the years and how the prime land has been taken from them.

The average person on the street suggests those are old and antiquated and are of no consequence today, but to native people they are, and for very valid and obvious reasons, because they were hived off on to reserves that were much less than viable. They find that they can't make it on their own. They try to come out; they try to assimilate and, as I said earlier, the cultural shock is so great that they end up on skid row in urban centres or they find themselves back on the reserve more disillusioned than they ever were before.

If we are going to help them at all, it is going to be a continuation of the kind of work you are doing now. I am not condemning it all. I think it is a wonderful programme. But I think you should involve the native people more than you have in the past and you should have more money with which to do it. I know that this minister is a very sensitive person. He is aware of the needs of the native people, and if you need any assistance with your cabinet colleagues, feel free to call on me at any time.

Madam Chairman: Thank you, Mr. Stokes. Mr. Smith.

Mr. R. S. Smith: I just have a few comments to make in regard to the Indian community and the branch. To start with I would like perhaps to agree with Mr. Stokes, in that I think that since the new minister has taken over, there will be a different attitude toward the Indian community. I realize that he is more aware perhaps than most of the members of the Legislature of the problems that face our native people. From his experience in his own area and as well in his past ministry, he knows the problems that do face these people.

There are a couple of areas I would like to question. One is in the area of provision of medical services. I know that this specifically doesn't come under this department, but because of the co-ordination of programmes and assistance that will be provided, I would like to ask the minister what specific programmes are being developed to provide better medical services, particularly in the far-flung areas of the province where they have had large difficulties in the past receiving any service at all.

Hon. Mr. Brunelle: It is a very good question. This question of health is one of the very important services that should be provided to everyone. The area of jurisdiction has not been clearly defined—what are the federal responsibilities and what are the provincial. In many areas that I am familiar with, a lot of the facilities are provided, as on reserves, entirely by the federal government. In certain areas they are provided by the provincial government and paid by the federal government. It is still, I believe, a federal responsibility for Indians on reserves. Sometimes they contract with the province; we provide the service and we are reimbursed by the federal government. This is in reference to reserve treaty Indians.

Mr. R. S. Smith: Through those contracts or through payments of premiums by the federal government to the province, is that right? So, they are covered under the same programme as everybody else?

Hon. Mr. Brunelle: That's right. We try to provide health services. We try, as much as possible, to see that the native people should get the same services as others. In remote areas, as you may be aware, this is not always possible, but on reserves it is mainly the federal responsibility.

Mr. R. S. Smith: I realize that there is that difficulty as to who is responsible, but I think it is twofold. Although the cost of the services

may be available for them, on the other hand, it is a question of the availability of people to provide the service, even though it may be covered on a contract basis between yourselves and the federal government.

I realize that this is a problem that is prevalent in the north, in many areas other than those where native people remain on the reserve as well. I think that there should be some special efforts made to bring services into those areas. This is the real problem. I don't think the cost of providing the services is a deterrent either with you or with the federal government.

Hon. Mr. Brunelle: No.

Mr. R. S. Smith: But it is a question of getting the people to do that.

Hon. Mr. Brunelle: That's right. One thing I would like to remind the hon. members about is that the Indians feel very strongly that they want the federal government to be responsible for health services.

Mr. Stokes: The big problem, if I might just put an addendum to what Mr. Smith said—

Mr. Martel: If they could get their treaty resolved, if they ever get that straightened out, they might look toward provincial assistance more readily. But, at the present time, they are not about to surrender their treaties and get assistance from the province. That has to be the number one problem confronting the Indian community today. The federal government is backing away at every opportunity not to honour the original treaties.

Hon. Mr. Brunelle: Also in connection with providing services, there is the very important question of communications and transportation in remote areas and—

Mr. R. S. Smith: It is part of the whole problem.

Hon. Mr. Brunelle: —there is a great improvement in the area of communications. I attended a meeting as recently as two weeks ago with the minister, Mr. Carton, along with the Minister of National Resources (Mr. Bernier) and others, trying to provide better communications especially in northwestern Ontario. On the question of transportation, as you know the development of airstrips has been of considerable help but there are still many areas which do not profit from that service. Providing services, improving services, is certainly very desirable.

Mr. Stokes: Just to cap this off, the biggest problem in the delivery of health services is the lack of co-ordination between the facilities which are available from the Department of National Health and Welfare and the various provincial agencies.

Mr. Smith speaks about inadequate health facilities in the far north. It is my experience that they are much better in the far north than they are in the near north. As a matter of fact I can give you a couple of instances where native people are not living on reserves, and the white people, sharing the community with the native people, are discriminated against.

I can show you a beautiful clinic staffed by two well-trained and dedicated nurses as Osnaburgh, a community of about 500; it is a reserve. Twenty miles away, at Pickle Lake and Central Patricia, they are not exposed to health services at all. About 50 per cent of the population of those communities are native people; the others are white. They are discriminated against because, except in rare cases, they don't have access to these clinical services which are made available by the Department of National Health and Welfare.

We do have batteries of doctors flying into the farther northern reserves about once a month. They are the top people in their field. They come from Toronto Sick Children's Hospital. They come from the University of Toronto medical school. They are flown up there and they are top-notch people. It is a wonderful programme but as I say there is a lack of co-ordination.

Until you get this degree of co-ordination which is necessary there are going to be a lot of people in the north—as Mr. Smith says, not necessarily on reserves—a lot of native people in the north who are going to lack the kind of medical attention that is available to far remote areas. I think, while it isn't your responsibility, naturally you can bring it to the attention of the appropriate minister.

Mr. R. S. Smith: I have another question in regard to the education centre at Moosonee, which is in your riding. As I understand it, there is real underuse of this facility, is this correct?

Hon. Mr. Brunelle: Underuse? It used to be called the Moosonee Education Centre; it is now called the James Bay Education Centre; because it is trying to look after all the needs of Moose Factory, Moosonee and the west coast. The chairman of the board and the director of the school were down here twice in the last two or three weeks trying to

convince the Ministry of Education to expand, enlarge the school.

Why? Instead of the children who want to go to grades, 9, 10 and 11 having to travel to Cochrane, Kirkland Lake, Timmins—and some go to North Bay—they feel they should get those educational programmes at Moosonee.

There is a great need to give more training in vocational skills. Right now they are teaching the use of heavy equipment but there is a great need for carpenters, electricians and so forth. That is why that school—

Mr. R. S. Smith: It did a good job.

Hon. Mr. Brunelle: Maybe the first year there was underuse; but there is also a day nursery in that school and it's filled to capacity. That school is becoming a real focal point for that area.

Mr. R. S. Smith: But why was the programme not extended right at the start? Why was the decision made not to provide high school education in that centre?

I know there are perhaps 350 of the students from that area who come into North Bay and they are billeted; and they are a long way from their home.

Is this a decision that was made by the federal government, or is this a decision that was made provincially; not to extend that type of educational service in the area? Because I think primarily this is where they have to start, and—

Hon. Mr. Brunelle: I would say, Madam Chairman, it's a combination of factors. There are representatives of the federal, provincial and local people on the education board. I believe that the Indian themselves—quite a large number—of those from Moose Factory Island, who are predominantly treaty Indians, felt, and they still may—that, the federal government would look after their education. They pay 100 per cent of their cost for transportation, room and board; and at one time they felt very strongly this should remain the way it was. So this is one consideration.

And also others felt—those on the board at that time—that the school should be really geared to the needs of the area. They should be teaching mainly vocational skills; guiding and heavy equipment operation, as I mentioned, and so forth. Now there is a much larger group who feel that the academic courses from grade 9 on, should be taught. So the board has adjusted to these recommendations.

Mr. R. S. Smith: As far as the financial arrangements, between the federal and the provincial governments are concerned, I don't see where that should be a stumbling block. Why does it matter whether the federal government pays the total cost at the development school in Moosonee, or whether it pays the costs of the students attending high schools in other areas; along with their maintenance costs, I can't understand why an agreement can't be reached to provide, at full federal expenditure, the same services in that area.

Hon. Mr. Brunelle: Well, Madam Chairman, the name itself doesn't mean too much, but now that they call it the James Bay School, the native people of Moose Factory and Moosonee are working very closely together in relation to the school. I believe that school is presently operating to the great approval of the majority of the people in that area. And the board is willing to teach high school. —I think they are starting grades 9 and 10 this coming September. So it is—

Mr. R. S. Smith: And they will develop the full programme, right through, for those—

Hon. Mr. Brunelle: That's right. I am not sure whether they would go as far as grades 12 and 13, but they are certainly willing to adjust to the needs.

Mr. R. S. Smith: Fine.

Madam Chairman: Mr. Martel.

Mr. Martel: Could the minister indicate to us whether in the Indian schools the same timetabling is followed in school terms as in the white schools?

Hon. Mr. Brunelle: The same type of what, Elie?

Mr. Martel: Timing! The academic year; is it still the same as in the white community?

Hon. Mr. Brunelle: I believe it is. And do I infer from your remark that it should not be?

Mr. Martel: Yes! I don't think it can. I don't think it caters to the needs or the life style of the Indian people.

I got this from a number of sources; including a master I had when I went to teachers' college who had taught in the Indian communities for two full years. He always used to get upset because he said that during the fall, when it is the hunting season, it was the time for them to be out. That's

their lifestyle. When the fish are running in the spring, it's time for them to be out. We make them adopt the white man's attitude of timetabling for school; the same as ours. And yet their lifestyle is completely different from ours. I can't understand why the ministry would insist upon it that way.

Hon. Mr. Brunelle: Well, Madam Chairman, I think Mr. Martel raises a very good point. Of course, as you are aware, this programme and the school year come directly under the Ministry of Education. I believe that representation has been made and the Ministry of Education is looking into this.

Mr. Martel: Well, I understand from within the ministry that there are a number of people who have tried to get it changed; but the status quo prevails. I think part of our programme is then doomed to failure, because of course what the Indians are trying to avoid is being assimilated. We start from square one to assimilate them, even failing to adjust to meet their needs. It seems to me this has always been the failing with Indian people; we have insisted that they do things our way. If we are going to make a basic change, it has to be in the fundamentals; and the first place you do it is right within the educational system. I would urge the minister to—

Hon. Mr. Brunelle: As far as we are concerned, our role is to assist and to work as closely as possible with the native people, and we certainly would support such a move.

I am just wondering, Madam Chairman, what about school teachers though?

Mr. Martel: Oh, you have an abundance of teachers today; if they want a job with you, they will take a job. Some of them would like to have the spring and the fall off or—

Hon. Mr. Brunelle: Hunt and fish—

Mr. Martel: Right, sure. I think you might find it rather interesting how many teachers would go; it makes a real change.

Mr. R. S. Smith: The question of supply and demand is a lot better now, you know.

Mr. Martel: Yes, you want to believe it. I have two other points, Mr. Minister, that I raised during my initial leadoff remarks.

How much use is made by this government of the Canada Assistance Plan to formulate jobs, or to assist in the financing of job opportunities in co-operation with the federal government? We can get a 50 per cent grant,

but I understand that Alberta is the only province that makes use of it. In connection with that, I ask the following question: How many native people are unemployed?

Hon. Mr. Brunelle: How many native people are unemployed?

Mr. Martel: Right.

Hon. Mr. Brunelle: I think one of the problems, Madam Chairman, in asking how many Indian people are unemployed is—and I can be corrected—I believe that statistical information, whether it be provincial or federal, goes by the number of people; it doesn't indicate whether they are of Indian origin; Ukrainian, Franco-Ontarian, Anglo-Saxon and so on. This is one of the problems in trying to answer this. We certainly do avail ourselves of as much federal money as we possibly can.

Mr. Martel: The Senate report says this province does not use the Canada Assistance Plan for jobs with respect to the Indians.

Hon. Mr. Brunelle: Madam Chairman, I have with me Mr. Peter Szego, who is the director of our Indian development branch, and his assistant, Mr. Weldon. First, Mr. Borczak, do you wish to comment on CAP?

Mr. M. Borczak (Deputy Minister): On the specific point raised by Mr. Martel, perhaps some clarification is needed as to just what is stated in remarks such as those that are said to have been made by the Senate committee on poverty and so on.

The fact is that under our social assistance programmes in Ontario many persons are working and receiving allowances. Considerable numbers of the persons who are getting public assistance are working part-time. We discussed the other day the fact that we have many single-parent families, where mothers who are supporting children are working part-time up to the limit of 120 hours per month.

We have other situations where older people who receive assistance are able to work whatever number of hours are possible, the restriction being only that when their earnings, allowing for the exemptions on income from employment, reach the point at which such net earnings then cease to qualify the person for assistance, that is the point at which they of course must be removed from the rolls.

In fact, then, there is a significant number of persons who are working full-time or part-

time and still in receipt of public assistance. If we turn our attention, though, to the person who may be fully employed at low wages, the so-called working poor—I think this is perhaps the direction the Senate committee on poverty has taken in its comments—then I think it is fair to say that our programme of social assistance does not provide for allowances to such persons.

We do not, at the present time, supplement the wages of fully employed, low-income earners. We do only in the context of my previous remarks. One or two of the western provinces have done this to a very limited extent. They have made the provision a very discretionary one; they operate it on an extremely tight interpretation. It is not a generalized programme, that is, it is not set up in such a way that any person who meets certain criteria of low income—whatever that may be—would qualify for assistance. It's on a highly selective basis.

Mr. Martel: If we attempted to assist the native people in that manner, it's certainly one way that we could increase the dollars from the federal government to assist. The reason I asked the question how many are unemployed is that it's my understanding that many native people are unemployed. Many, many native people are unemployed. When I look at the grants that you give—I have them for the year ending 1971—I really don't know how we expect that kind of grant to help the Indian help himself. I really don't.

I certainly believe the minister when he says he's had to fight like to hell. For him to use that terminology, knowing the minister, and I've got to know him over the past five years, it means he waged a pretty tremendous battle. I believe that the amounts are inadequate to provide the job opportunities in order to employ those people, self-employ, or help them to help themselves. We're simply not going to do the job with things like the Couchiching Indian band ceramic project, \$5,000. Where in the white community have you started business or get it going on \$5,000?

I spoke to some of the native people. They said, sure, they get money, but in most instances it's not sufficient really to set up a first-rate project. Many of them are doomed to failure simply because of a lack of financing at the initial stage. I am sure your staff would love to have the money to help those people. I know the minister would. I don't know, but maybe going through the Canada Assistance Plan might be a way of substantially financing the project to ensure that from

square one—they have an opportunity of succeeding. I just don't believe that the grants that you made available can do the job adequately.

Hon. Mr. Brunelle: Before asking Mr. Borczak to reply, I'd like to mention that from all the projections—we're speaking about all of Ontario, but I think we're mainly referring to northern Ontario—one of the main areas of employment in the north, one of the great potentials, is tourism. The Swadron report and all the studies that have been made, say that, as time goes on, two out of every three jobs within the next 10 or 15 years will be in the service industries. This is the area for the native people, with their knowledge of hunting and fishing, and so forth.

This is where we feel that there is a need to try to encourage them to go into the tourist business, operating fishing camps and hunting camps, and so forth. As you are aware, on the west coast of James Bay and Hudson Bay, those geese camps are practically all operated by native people but, as far as fishing goes, there's very little. Also in northwestern and northeastern Ontario, there's a great need. So, I think we should be doing more to assist those government agencies to do more for native people in this area.

If our budget was larger, we could use it, but I'm not sure that this is the area. I think we should be doing more to provide employment to the native people through the various existing agencies.

Mr. Martel: My knowledge isn't as great as my colleague's, but having railroaded for a good number of years from Capreol right through to Armstrong, there's certainly a belt. I don't know what we'd do in places like Nakina, Gogama, Ouellette, because there are some reserves there that I've visited which are pretty pathetic. The conditions and the lifestyle—I've seen little kiddies in winter with a white summer shirt on and a pair of rubber boots without even a pair of stockings at 30 below in Nakina.

I want to tell you, Mr. Minister, it's pretty pathetic. The strange observations that some of my friends, many of them railroaders, have made is that they relocate. The little native kids, until about the age of 10 are pretty proud little kids, you know. At about eight, nine or 10, it starts to dawn on them, as they look around, just what their lifestyle is, they dress and everything. By about 10 you start to see them withdraw; not until that stage but about that age there seems to be a withdrawal.

You find he starts to know, as the present conditions are, his place in society. And, rather than progress, he starts a withdrawal process from the system in the schools. The friends I have find this deplorable, as I do.

I don't know what we'd do with that group, at least, following the main line of the CNR because some of it's pretty pathetic. The one behind Gogama, for example—I don't know what we could even start to mend up there, it's so bad. But there they are. The reservation is, what, about two square miles or something like that? There's just no opportunity and it's going to take some rather heavy financing to assist them.

In my opening remarks the other day I spoke of the \$55 million that we've given away to major corporations in five years. When I look at that \$55 million as opposed to the \$5 or \$6 million we've given to the Indians in all forms of projects under this department—all types of projects—it doesn't convince me that the government is convinced of the need. This minister might be convinced of the need, but it doesn't convince me that his colleagues are convinced yet.

Mr. Stokes: If I might interrupt my colleague at this point, I think this ministry and this particular branch might make a major breakthrough in doing the kind of thing that this very branch was set up to do.

It was supposed to be a co-ordinating agency, not only among all the provincial departments but between the provincial and the federal governments. I don't hear anything about this now. You seem to confine your activities wholly and solely to community development and that's restricted to the amount of dollars you have available in this particular vote.

I think what you can do, and I think you should have people on staff continually, is talk to the Ministry of Natural Resources. We've got trees coming out of our ears, but we've only got about 40 per cent of the allowable cut being used. I've mentioned this on two previous occasions in this particular session of the Legislature.

We have all kinds of consumer goods on our shelves from Hong Kong and from Japan. When you talk about the service industries, Mr. Minister, you're talking about something that's on a seasonal basis, whether it be firefighting, tree planting, or whether it be involving themselves in—

Hon. Mr. Brunelle: What about skidooring and snowmobiling? That's increasing and has tremendous—

Mr. Stokes: Not in the far north, it isn't. Not to the extent that it's going to become a viable undertaking that is going to inure to the benefit of the native people.

I think what you can be doing is you can be saying to the Ministry of Natural Resources, and you can be saying to the Ministry of Industry and Tourism, that there is the potential for a viable operation. Let's take Armstrong, for instance. That's on the main line of the Canadian National Railways. The pulp and paper companies, the prime licence holders, aren't even interested in getting in and cutting there, because they are more preoccupied with cutting wood that's much closer to the mills and much more accessible.

You do have a market for a good many products made of wood. I'm thinking of salad bowls and the 101 things made entirely of wood that Madam Chairman sees when she goes to shop. We're importing them from thousands of miles away, halfway around the earth, when we could be establishing that kind of industry in those—

Mr. C. E. McIlveen (Oshawa): Those are huge, sophisticated, mechanized factories.

Mr. S. B. Handleman (Carleton): They take millions of dollars of investments.

Mr. Martel: No, they don't.

Mr. Handleman: Those are not hand operations you are talking about in Japan and Hong Kong. Go there and look at them. These are not cottage industries you are talking about.

Mr. Stokes: I think they could be.

Mr. Martel: I think when we give \$55 million away in five years we can provide some of that scratch you are talking about to the native people in that quantity.

Mr. Stokes: I've done considerable research on this, and the member—I don't know what riding you represent in Ottawa—

Mr. Handleman: Carleton.

Mr. Stokes: Carleton. Do you know that about 75 per cent of the cores we use to start rolling paper are not even made in Ontario? We import them from other jurisdictions—a lot of them from Quebec.

There's something wrong with a system where when we need a product like that in such abundance—and we rely to a large extent on the pulp and paper industry—for the progress that we have made in this province, and yet we find we have to import these hardwood cores from another jurisdiction. If the member tries to tell me that we can't create a viable industry right in the midst of plenty in northern Ontario, there's something wrong with the way we are ordering things.

I don't want to be diverted; I think this ministry can act as a co-ordinator. I don't suggest that you are going to be able to provide all the funds within this budget—it's just impossible. But if you are really serious about providing jobs not only for native people but everybody in remote areas, you are going to have to get into this kind of activity.

I can see this ministry and this branch acting as a co-ordinator to take advantage of every opportunity whenever it presents itself. This is the only way that you are going to make these remote communities viable, and the native people can become a very active part of this kind of development and activity if we can get it going.

Hon. Mr. Brunelle: Well, just a word, Madam Chairman. I can appreciate the comments of both members. It's quite true we can't compete with certain areas of mass production, as in Japan, but at the same time the handicrafts are Eskimo. We have none in Ontario, of course, but the Eskimos in Quebec, at a little place like Povungnutuk with a population of 600 people, have \$1 million a year in gross sales of soapstone carvings.

But we are encouraging our native people. There is The Boutique at Ontario Place—maybe some of the members have visited it—where I believe they sold \$45,000 in handicrafts last year, which of course was the first year. This is a start and we are encouraging it.

Mr. Szego, our director, Madam Chairman, has been working closely on this matter. Perhaps he would care to enlarge on my comments.

Mr. P. Szego (Indian Community Branch): Madam Chairman, as the hon. member mentioned, we have been concerned, following many discussions with the member himself, about how to create job opportunities. And recognizing that handicrafts are only one kind of item that can be made at home, we have

now embarked on the development of a line of giftware as distinct from handicrafts—the kind of things that the hon. member mentioned.

We are in the process of developing a design programme with the Canadian Industrial Design Foundation that will be available to build up a design bank so that any native community, indeed other depressed areas, could utilize modern designs in materials that are available in their areas. Perhaps a line of giftware could be developed—maybe salt shakers, steak boards or some such item—so that at least there can be some turnover and some money generated.

In terms of the hon. member's point about co-ordination of departmental activities, at the present time we have over 20 projects on the go with various ministries of the Ontario government. We have special project co-ordinators on staff who work hard on specific items in different communities.

It is not easy for none has any direct jurisdiction. Our co-ordinators are a special breed who work hard for various ministries, but these short-term projects are on the go all the time to develop solutions appropriate to different areas.

Mr. Stokes: In line with regional development programmes, like Design for Development?

Mr. Szego: In line with regional development, yes.

Madam Chairman: Mr. Beckett was waiting to make a comment.

Mr. R. B. Beckett (Brantford): Thank you, Madam Chairman. My questions are relative to the Six Nations reservation, which is very close and is almost part of my riding. I think some of our problems are different to the ones mentioned by the other members, but there are certain similarities.

My question for the minister and his staff, basically, is where could I as an individual member find what the policy is with regard to both federal and provincial dealings with reservations and Indian peoples? There is a tremendous confusion, as far as I am concerned from my discussions with the people on the reservations.

The province provides highways, some schooling, and the Ontario Provincial Police have now taken the place of the Royal Canadian Mounted Police on the reservations. There is a problem of the hereditary council and the elected council. Housing is a con-

tinual problem: There is the problem of the white man who comes on these Indian lands and operates, perhaps, a utility, which they don't particularly appreciate, especially if he raises the rates inordinately, as the natives feel. Then there is the question of whether or not a national historic park could be started on the Grand River area, which would include part of the present reservation lands.

The schooling is a real problem in that I believe that the 5,000 or 6,000 population or perhaps larger there, is not large enough to sustain viable secondary school institutions. Therefore, the students are bused into the city. This, I think, is one of our problems with relation to the point raised by Mr. Martel of a different school year, because if these Indian pupils are to be bused into the secondary school, naturally they have to abide by the existing schedule, which doesn't allow them to do the things that have been suggested by Mr. Martel and which I think that they want, in our area at least.

There is also the question of health services. There was a federal hospital on the reservation. It has now been closed out. Part of this is the result of the inability to get doctors.

There are all sorts of problems on policing. It seems to be the habit in our area to steal a car and then take it down to the reservation and dump it and burn it and, of course, these people get blamed for it. Investigations have proved that it hasn't been the Indian people who have done it at all. These other citizens have abandoned the car down in that area and burned it, because there are large areas of undeveloped land there.

All in all, I think all my questions are basically around where I can find what the policy is, and if there is such a policy between the federal and provincial relationships, you might say, with Indian people, particularly on a reservation such as the Six Nations which is, as you know, in central or western Ontario. We never know whether we are in western Ontario or central Ontario or Niagara or what it is in our particular area.

Hon. Mr. Brunelle: Madam Chairman—

Mr. Beckett: We are not eastern, though.

Hon. Mr. Brunelle: —Mr. Beckett's question is a very good one and a very complex one. I will ask Mr. Szego to reply. Before replying, we have had a series of meetings, called Meetings '71, and they are continuing. We are meeting with the Indian peoples themselves to know what their wishes are, which

services they would like from the federal government, and which ones they would like from the provincial government. Some of these services are entirely paid by the federal, some are sharable and some are contractual.

Mr. Stokes: A lot of grey areas.

Hon. Mr. Brunelle: These meetings have been very helpful. They're ongoing. We have very close liaison with the federal government. We do not want to do anything that would jeopardize the existing relationship between the federal government and the native people. Maybe Mr. Szego could speak to this, please. He has been attending all these meetings, or most of the meetings, with the Indian people.

Mr. Szego: Madam Chairman, in that particular area of the province, the difficulties are most complex, because the native people are very concerned about what they would construe as a provincial takeover. They insist on maintaining their traditional relationship with the federal government. While Ontario has indicated to them that it will make available to them all provincial services, which they wish to use, we are refraining from making any effort to involve them in services that they do not wish to utilize.

During the Meetings '71 process, which was designed to eliminate the problem of creating policies without consultation, the native people have begun to discuss among themselves the question of provincial services and how these services could be utilized, so long as the traditional role of the federal government is maintained. So, there are discussions in every area that the hon. member mentioned—health services, policing, etc. There have been several meetings with the provincial Attorney General (Mr. Bales) on the question of policing the Six Nations Reserve and accommodations are made where possible according to the wishes of the chief and council.

At the Six Nations reserve, they have another problem. There are some very strong traditionalists in the reserve, which complicates the matter, but in every instance—

Mr. Stokes: They still have the longhouses there haven't they?

Mr. Szego: The longhouse chiefs, yes.

Mr. Beckett: I want to speak to that later.

Mr. Szego: In any case, we have a very good relationship with chief and council

and we assist them wherever they request us to be involved; but we just make known to them what the services are. They will have to make decisions whether they use them.

Mr. Beckett: On a supplementary, then, Madam Chairman, do I infer from this that there really isn't anything you can put down in words anyplace as the two areas of responsibility?

Mr. Szego: Insofar as being in words, the directory of government services is indexed, especially for native people. There are services that are available, but the general policy statement is that native people, where applicable, have available to them all provincial services that are available to the rest of the population.

Mr. Beckett: All provincial services are available to them?

Mr. Szego: To them, as they are available to the rest of the population. Some services they simply don't desire to use, and some services they use. For example, the Six Nations use the welfare programme they administer under provincial legislation. They use highway and drainage Acts and so on.

Madam Chairman: Mr. Handleman.

Mr. Handleman: Madam Chairman, I am the first to admit that I'm a complete neophyte on the question of Indian relations and services rendered by the province to the Indians. Therefore, I've listened with great interest, particularly to the hon. members of the NDP, who speak from great experience in this. I would hope to be educated somewhat, but I find, again, that inconsistency in approach that has bothered me a great deal.

I agreed entirely with Mr. Martel when he said there is a different lifestyle and that the first thing that we try to do when we get them into school is to change them into white men. They don't want this. On the other hand, I heard the member for Thunder Bay talking about viable manufacturing industries in the north with a five-day work week, presumably a 40-hour week, with holidays. I think we've all heard the Indian joke about the white man working 50 weeks of the year so he can live two weeks like the Indian lives all year.

I really don't know what the Indians want. I'm sure the minister has heard these conflicting statements from various groups of Indians. Some of them want to be like

white men. They do want the amenities of the white affluent society. Others want to maintain their lifestyle. I am certainly not in a position to say what that is.

It would seem to me that there has to be a fairly consistent approach and philosophy on the part of all governments, both provincial and federal, in meeting this particular need. For those Indians who wish to enjoy the amenities of the white man, it seems to me that there is only one way they can do that, and that is by assimilation or joining white society in the way other ethnic groups have had to do, while at the same time, trying to maintain their own language, culture and heritage in their own way outside the reserve. Those who wish to remain on the reserve obviously should do so. I agree entirely that their treaty rights should be honoured.

Again, speaking for that portion of white society which has very little contact with the Indians, I think there is a great conscience-burning going on with regard to our debt to the Indians; we owe them a great deal. I, for one, would certainly endorse the view that more money needs to be put to this. I would also like to see some type of philosophy in general terms—and I'm not talking about specific programmes—but how we approach this problem. Are we going to try to raise standards of living in accordance with white men's standards for some? Are we going to endorse the spokesmen of the various Indian communities who say, no, they don't want that? I have heard that from several sources, both here and outside the House.

I would like to know from the minister whether or not there is any consistent philosophy in dealing with the Indian problem—and it is a problem.

Mr. Martel: Might I just say something? I don't think the things Mr. Stokes and I have said have conflicted. The reserve to the Indian is a place to go, like you go home, like people in Toronto commute. If you have ever talked to the Indian community, and I worked for the largest company in Canada at one time, the only job the Indian had was on the section. He didn't get a job as a brakeman. He didn't get a job in any other walk of life with the railroad except the lowest of the low, because the attitude toward the Indian by the white community is that he is a drunken, no-good, lazy bum, and that all Indians are that way.

If he is that way, we have done it by a parochial approach. We have never given Indians the financial wherewithal to establish

small small viable businesses. We have ripped them off. I can show you where Indians who sell their goods to trading posts get a buck. Then you see the item go up on the shelf for \$9. He has been ripped off so many different ways, starting with the treaties. But all he wants is the money with which to help himself. He doesn't want a parochial "big daddy" approach to him any longer, that we know what is good for him.

White men have made mistakes with money, have gone bankrupt, as you well know, and have blown the whole bundle. We have never even given Indians an opportunity to blow the bundle, because they have never got it to establish methods of utilizing the natural resources which are around them to their own advantage.

There is no inconsistency. I think they can be helped to help themselves with money and still retain their identity without being assimilated in the white man's society. I don't think there is anything conflicting about it at all, given that they have the money and a new approach to their problems and not the "big daddy" approach, and that is what they resent most. I don't think they are willing to accept the "big daddy" approach any more. Maybe I am wrong, but I just don't think they are about to accept a kind of parochial approach to them. Give them the money to start. If they go bankrupt, fine, give them some more, because it's time we helped those people.

Mr. Handleman: If they succeed, Madam Chairman, what do they become?

Mr. Martel: They become affluent Indians.

Mr. Handleman: They become Indian businessmen, instead of white businessmen. In other words, they are doing business the same as the white man because this is what has proved to be—

Mr. Martel: What is wrong with that?

Mr. Handleman: Nothing. Nothing at all.

Mr. Martel: That is all they are asking for.

Mr. Handleman: Okay, but you are imposing certain values on them that, maybe, they are not prepared to accept. I don't know, I want to listen.

Mr. Martel: They want to get out to help themselves, but you know it takes greenbacks.

Madam Chairman: Mr. Minister, would you care to comment at this point?

Mr. D. H. Morrow (Ottawa West): Take this under advisement.

Mr. Martel: There have been 110 years of advisement with respect to the Indians.

Hon. Mr. Brunelle: Just a few brief comments. In 1969, the Hon. Mr. Chrétien submitted his white paper. I remember when he came here. He submitted this to cabinet and he went across every province. To my knowledge, the white paper was not very well accepted by the great majority. What we are attempting to do in this province, as was indicated earlier, is to work as closely as possible with the Indian people.

The Indian people in my own area, out of about 5,000 Cree Indians I would say that 95 per cent do not speak any English; they speak Cree only. Probably in Moosonee and Moose Factory there are about 3,000; they have radio but no television. The great majority have never seen television, especially those living in remote areas like Winisk, Fort Severn, Ottawapiskat, Katchichewan and these Indian settlements. They are still living in an age we have left—but within the next few years we will have television by satellite.

Airstrips are being built. You can fly from Moosonee to Toronto in a Lands and Forests plane in about three hours. With better means of transportation and communications—take the Indians Mr. Beckett referred to, the Six Nations Reserve. I understand those are about the most highly educated and most sophisticated Indians in North America.

Over the weekend I was dealing with—I hadn't dealt too much before with them—the métis and the non-status Indians. They have problems and they feel that they are not being properly looked after. Indians off the reserves are a very complex problem.

I think what we are attempting to do in the province and especially in our own branch—and that is why we had these 1971 meetings; we are continuing in 1972—is trying to understand their views and respect their views, and try to provide as many of the services as possible. At the same time, not doing anything against their wishes or that would interfere with their relationship with the federal government.

We also work very closely with the federal government in the area of health. I do feel that this has to be a tripartite thing. It has to be between the federal government, the provincial government and the native people themselves that these things have to be resolved, especially in the jurisdiction of health.

I think this is an important one; education, I believe, is being resolved. But health is one and maybe there are other areas.

I am sorry—I know I'm not answering your question—

Mr. Handleman: Would it be fair, Mr. Minister, to say from what Mr. Martel has said, that most of the problems eventually resolve themselves in terms of money? If the money can be made available these problems can be solved on an ad hoc basis, perhaps not on the single approach kind of thing. If there is money, and I know how hard it is to come by these days, the problems could be resolved.

When people come with requests and we give them the opportunity to fail, as Mr. Martel says, what do you do when they have failed? I think that creates another problem. Do you think with more money that you might be able to not cure—

Hon. Mr. Brunelle: I am not sure.

Mr. Handleman: —but minimize the problem?

Hon. Mr. Brunelle: It would be a help; I'm not sure. The Indians are people whose traditional way of earning a living was fishing and trapping. The gross income from trapping today is, on the average, somewhere around \$500, \$600 or \$700 a year. That is why there has to be means of trying to help them to earn a living through other means—as Mr. Stokes indicated, more handicraft; more dealing with the tremendous potential of the tourist industry; more fishing and hunting camps; and maybe more assistance to the forest industries, is needed for those who want to carry out logging operations.

Mr. Stokes: I would like to say something to Mr. Handleman. We two sitting over here like to think that we have a good rapport with native people, that we are able to communicate effectively with them. You can go into one northern community and listen to what they have to say. The Indian communicates with you in his own way, quite often by not saying anything at all. Because of their very nature they couldn't care less whether there are two dozen fish in the ice box, for instance; they live for today. They'll go out and catch two fish; they won't catch four, because they only need two for today. Tomorrow they will let look after itself.

If you call a meeting in a native community, there are three times—there is standard time, there is daylight saving time and then there is Indian time. If you call

the meeting for 2 o'clock, it might get under way at 2:45 or 3 o'clock—but that's fine and dandy. And if you ever go to a meeting with an Indian, be prepared to stay there for a while—and be prepared to do most of the talking because he is going to be doing the listening.

Mr. Beckett: And remembering.

Mr. Stokes: Yes, and it's a whole new approach. If you are going in there to try to con a native person, forget about it. There's no way you can con a native, because he'll have you figured out in 10 minutes. Whether you are there to assist him in helping himself or whether you are just in there for political or other reasons, forget about it.

Another problem is that you can go into one community and talk to the chief, and you think the chief speaks for everybody in the community. Nothing could be further from the truth. You have got to get a consensus among the people—and it is not easy—and when you reach a consensus in this community, if you go over to the other one, it is entirely different.

Mr. Handleman: Madam Chairman, I would think the hon. member is almost describing rural eastern Ontario. I haven't heard a thing different there yet.

Mr. Martel: There is something very suspicious there.

Mr. Stokes: But everybody seems to say that we have an Indian problem. We don't have an Indian problem—we've got a white man's problem. We just fail to understand these people, and the things they do, they do for very valid reasons; they have been doing them for centuries.

It's not their problem; it's the way they are going to live. And come hell or high water, we have just got to accommodate ourselves to it. It's not all money. The greatest part of it, I think, is understanding and a little bit of tolerance. There is nobody who has got all the answers, but if the Indian thinks he wants a certain thing, we have got to be prepared to listen—and I think we owe it to him.

Madam Chairman: Mr. Smith, one final question on this item please.

Mr. R. S. Smith: I just want to make one point. From my own observations, and I have dealt to a certain extent with some of the native people in my area—although

I don't have a large number—I feel that 99 per cent of the population of Ontario don't understand the Indian, don't know and really aren't making much of an effort to find out. Therein lies the real difficulty for us as a society to come to grips with any type of solution to deal with the Indian population: We don't understand them.

I know the people within your department and some people within the government—perhaps a few in each different department—do have some understanding as a result of their work with the native people and their discussions. But I really don't think that as a society we are going to get too far until we get some type of a general understanding of the people themselves among our own population.

I don't think there has been much effort made to really listen to the Indian and to give him an opportunity to put his case before the general public and before perhaps a more selective group that controls government. But here we are discussing this with you today, and I would say there are seven or eight members here. Out of that seven or eight there may be one or two who really have some understanding, and the rest of us don't; I include myself in that group, because I don't.

I think the first step that should be taken is that people in government should be given some opportunity to be made aware of what the Indian people think and what their feelings are. And I don't think we get that by bringing those people down here to meet with government, nor do I think that provides very much insofar as public acceptance of the fact that they are different. I should think that as far as the Legislature is concerned, that we should be making some effort to get out and meet these people on their own grounds so that we may have 15 or so people within the Legislature who do obtain some understanding.

A select committee of the Legislature would be worthwhile to go around in small groups. Not 15 at a time descending on the community; but perhaps to break up into groups of three or four and travel across the province and meet with these people in their council headquarters and on their reserve and have discussions with them.

Perhaps we would have a start with 15 people who would understand. Because I'm sure in this Legislature of 117, there isn't any more than four or five who really understand; or who have made any real effort to

know what it's all about. And those four or five have done so because of their own position in their own area.

I would think that perhaps this could be a start, to bring a realization to the rest of the population of this province that there is a problem. I would think that 99 per cent of the people on the street, if you asked them about this, would just as soon say: "Don't bother me—I don't understand it; and I don't care." And I don't think we're going to get anywhere until we start to develop some understanding somewhere.

Hon. Mr. Brunelle: Well, Madam Chairman, there's a lot of merit in Mr. Smith's suggestion. Our native population in the province is well over 100,000 and increasing. And it certainly would be desirable to have a better understanding by the members.

Mr. Stokes: I have my own little select committee going. I visited the Kettle Point reserve, I visited the Muncy and the Oneida; trying to get a comparison to see if there's anything they're doing down here that might appeal to the people up north. I'm even studying the kibbutz system in Israel to see whether it has any application to northern reserves.

Mr. Martel: You know, Madam Chairman, what we might do when the Legislature goes this fall—as I understand it is—we might do what we didn't do the last time when we went to Kenora and all the Indians were taken off the street. We talked to them—we didn't spend all our time in Kenora with the committee, I'm afraid. We got a car and we went around to see the native people. They'd been cleaned out of that town a week ahead of time; which, you know, was the wrong approach. And we shouldn't just go and see Moosonee, because it's a—

Hon. Mr. Brunelle: It is a nice place to visit.

Mr. Martel: It's a term I want to use. Oh yes, a beautiful place; but not just a show point. What I'm driving at, Mr. Minister, is we should see the actual problems as well as the show pieces. When the Legislature goes north, it sees show pieces; everywhere it goes. And maybe we should go and see the real problems, when the government—

Mr. R. S. Smith: I don't think you're going to see any real problems or get anywhere with 117 people descending on any area—

Mr. Martel: But I am saying you get a false

impression, Dick, when you go to Kenora and you don't see an Indian in the whole town.

Madam Chairman: Mr. Martel—

Mr. Martel: I visited Kenora another time and it wasn't the Kenora I know that the House saw when it went to Kenora.

Madam Chairman: Mr. Martel, the select committee on utilization of educational facilities toured the north and we did go into Indian reservations unannounced—they had no idea that we were going there; and we were taken there.

Mr. Martel: And you were taken aback, Madam Chairman, I'll bet, by some of the things you saw.

Madam Chairman: Some of the things I saw, yes. I was very upset.

Mr. Martel: That is the only point I am making. We should see the real life instead of show pieces when people go.

Madam Chairman: But I was also encouraged by some of the programmes that are taking place in the north on the Indian reservations. I think perhaps more people like myself should be aware of these programmes.

Mr. Martel: Well I think Dick has an excellent idea, Madam Chairman; and I would urge the minister to urge his cabinet colleagues to use this sort of approach.

Madam Chairman: Item 3 carried?

Carried.

Item 4.

Mr. Stokes: Can I say just one word? I have great reservations about another committee yet, to study the needs of the Indian people.

Mr. R. S. Smith: I am not saying to study; I am just saying to find out; to get some information. I don't think they should combine it with a long-range study.

Mr. Stokes: If it's to listen to Indian people; I'm all for it. But if it's to study them and put them under yet another microscope, I'm against it.

Mr. R. S. Smith: We can fill this room with studies on the native people.

Hon. Mr. Brunelle: I think it is more for understanding.

Madam Chairman: Item 4?

Carried.

Item 5.

Mr. Martel: One question, Madam Chairman. Might I tell the minister, I've written this department for athletic equipment in the past, and I don't think the amount is enough. I have one special project going this summer, Madam Chairman, in that Capreol, my home community, will host the Northern Ontario little league championships—

Madam Chairman: Mr. Martel, if I might just interject. I think you're speaking on item 6, the Athletics Commission. We're on item 5.

Mr. Martel: Oh, pardon me.

Madam Chairman: Item 5. Carried?

Mr. Handleman: Carried.

Madam Chairman: Carried. Item 6.

Mr. Martel: Fine. We're hosting the little league northern Ontario championship, Mr. Minister, and I asked for quite a substantial amount of equipment some three or four weeks ago. I haven't yet received a reply. I'm wondering if there's anyone from that department who could indicate whether I'm going to get all the goodies from the department that I asked for? I listed quite a number. Capreol's relatively new. They have two beautiful ball diamonds which they built out of the community funds; one of them has artificial lights.

I want to register a complaint at the same time while I'm asking; when we send for equipment would the right sizes be sent? What's the sense of sending two adult masks for two little kids catching a baseball? They just don't fit—

Hon. Mr. Brunelle: The wrong size?

Mr. Martel: Right, they just don't fit little league. That's what was sent last year, equipment which they ultimately gave to the umpires to use, but the little leaguers couldn't wear the masks, they were just much too big. I have this special project, and I'm wondering if I can expect a few extra things because Capreol is hosting the northern Ontario little league championship?

Hon. Mr. Brunelle: Madam Chairman, we have with us Mr. Merv MacKenzie, who is the commissioner of the Athletics Commission. Mr. McKenzie.

Mr. L. M. McKenzie (Athletics Commission): Madam Chairman, Mr. Martel, I

would have to say that if we broke our policy we certainly could assist. Our policy is not to assist tournaments or clinics in Ontario. But we do assist in one way—in your area they could receive assistance through their minor ball programme and receive equipment that would go toward helping the tournament. If they stated what size they wanted in the way of equipment, the size of the masks, body protectors, or whatever it is, that is exactly what they would get.

Mr. Martel: When you write for little league, Mr. McKenzie, an adult mask isn't going to suffice, regardless of how you put it. Little league, that's 8 to 12, I believe, and an adult mask isn't going to fit the little kids.

Mr. McKenzie: Our equipment is from 8 to 18 years of age, and there are three different sets. If they ask for medium, large, or small, they'll get whatever they ask for.

Mr. Martel: One of the problems, of course, is that many of the organizations—I've had considerable exchange with you over certain groups—don't even put down how many kids are participating in their sports programme. Could there be some indication, maybe, to clarify to various recreational committees that we have to have specific information, such as how many boys are taking part in their league so that we can allocate so much equipment? This is one of the things that's always left out by the recreation committees. How many teams might be in their peewee league hockey? They never put down the number of boys participating.

Mr. McKenzie: If they don't, we ask them for it and send them a qualification form—

Madam Chairman: Mr. Martel, you're discriminating. There are girls. I sponsor a girls' team.

Mr. Martel: Oh, my apologies.

Mr. Stokes: Touché!

Mr. McKenzie: We have a form they should be asking for, which states that they should give the number of players, number of teams, age groups, what equipment they need, in a list of priority first, because they're not going to get everything that they ask for.

Mr. Martel: No, we just keep writing.

Mr. McKenzie: But as for helping tournaments, such as yours up there, there are 52 different specific sports in Ontario and hundreds of different tournaments being carried

on in Ontario and we have kept out of this. We'd like to get into it and assist all these, but we do not have the funds. If we have the funds, and if they're made available to us, we certainly would help. It's a worthy endeavour.

Mr. Stokes: I'd like to get in on this, simply because I missed item 4, youth, recreation and leadership training. I was writing some names of Indian reserves when you carried the vote.

Madam Chairman: I am sorry.

Mr. Stokes: Since I am most disturbed with the activities of youth, recreation and leadership training, I think that if there was anything that I could spend the rest of the afternoon criticizing—especially the lack of their approach or the lack of their comprehension of the needs of people in northern Ontario—it has to be this particular branch when it was under the Department of Education. Since you have carried that, I am wondering if we couldn't prevail upon the minister and Mr. McKenzie, the athletics commissioner, to take up the void left by the inability of the department of youth and recreation to come up with something meaningful by way of assistance to sports and recreational activities in remote areas.

I forget how many sports governing bodies we have and I forget how much money is allocated to them, but I know that precious little of it ever filters to northern Ontario. If there is any branch of this government where I have had more criticism, it is of that particular branch.

They don't seem either to appreciate the problems that many small, remote, isolated communities in northern Ontario have in providing a meaningful recreational as well as an educational programme for our youth, particularly when we have got buses going several hundred miles just so one school can compete against another, whether it be in basketball, whether it be hockey, whether it be track and field. The amount of money that is made available to those groups just borders on the ridiculous.

I am just wondering, as I say, since we have passed that vote, wouldn't it be possible, since Mr. McKenzie does a wonderful job in assisting small groups to provide the necessary equipment—they just wouldn't be able to engage in a lot of these athletic endeavours without his assistance because of the lack of equipment—is there any way in which we can provide co-ordination for them under the

auspices of either youth and recreation or the athletics commissioner?

I think traditionally you just act as a sort of watchdog over wrestling and boxing and then you do provide this equipment that Mr. Martel speaks of. Is there any way of expanding this to do the kind of things that I think that we have to do in, not only northern Ontario, but I suspect there are other areas, maybe eastern Ontario where they lack organization and direction and assistance from sports governing bodies, so that we can assist them in providing a meaningful recreation and athletic programme in those areas of the province that lack it at the present time?

Madam Chairman: Mr. Minister, would you care to comment?

Hon. Mr. Brunelle: Yes. I would say to Mr. Stokes that now that all these various branches come under our ministry, and more specifically under the community services division—youth and recreation, the athletics commissioner and the Community Centres Act; and this has only been done in the last few months—we certainly want to provide services throughout the whole province as much as we are able with the allocations and staff that we have.

Mr. Stokes: It's inadequate. If you are just taking over the complement that was in youth, recreation and leadership training, there is no way. They say, on a basis of priorities and with the limited amount of funds they have, there is no way that they can assist remote communities in providing a meaningful recreational and athletics programme. Either they weren't doing their job in allocating their funds so that everybody was treated equally, or their funds were totally inadequate. Is there any way in which we can, by co-ordinating these and getting them all under the one umbrella, have better co-ordination and a better distribution of services and people who can co-ordinate? Otherwise there is no way it is going to be any different from what has gone on before.

Hon. Mr. Brunelle: I am advised that co-ordinating committees have been established in five of the main regions covering the entire province to do exactly what you are speaking on. We will do our best to try to improve services.

Mr. Stokes: Is there anybody here from youth and recreation who will indicate that they are now going to take a different approach to the needs of the northern areas of the province?

Hon. Mr. Brunelle: Madam Chairman, it was indicated that item 4, youth and recreation and leadership training, has been passed, but if you wish, and with the consent of the members, we could have Mr. Secord, the director of the youth and recreation branch, who is here this morning, speak on this.

Madam Chairman: Is it the wish of the committee to hear Mr. Secord? Agreed.

Mr. Handleman: Provided, Madam Chairman, other members may also question Mr. Secord since we are going back on this vote. We passed it very quickly.

Mr. R. S. Smith: Providing we end by 12.

Mr. Handleman: Yes, I would like to get this through.

Mr. Stokes: I won't ask any more questions.

Madam Chairman: We will be finished by 12.

Mr. R. E. Secord (Youth and Recreation Branch): Madam Chairman, with specific reference to Mr. Stokes' point, I think there are three basic things I should point out before I identify and expand on what Mr. Brunelle said we have just recently done.

The first is that your assumption about the scarcity of funds is absolutely correct.

Second is that the isolation of the area in terms of provincial sports governing bodies is also correct. It has always been the case in the 55 sports that they have centralized their executives in the "golden horseshoe" for the sake of easy access, or, shall we say, getting them together easily without a great deal of expense.

We have, and I think I have discussed this with you, now made available funds to them so that they can appoint their executive from all over the province. The travel for people from isolated areas will be subsidized in order that each group can be truly a sports governing body.

The other point that you specifically made—I think you will recognize that the youth and recreation branch had no responsibility whatsoever for the programming in schools or for the inter-school programmes that were developed. The area where we have responsibility is in the community programmes. Grants are available by regulation to the recreation committees set up by the councils.

It became very obvious that if Ontario is to provide a broad base of participation for

recreational activities, for the satisfaction and enjoyment that comes from that participation, it has an equal responsibility to athletes of excellence to bring them to whatever level they can reach in terms of their ability and motivation to excel, particularly in terms of the Olympic, the Pan-Am and the British Commonwealth games. We have set up in five regions—one particularly in northern Ontario, centred in the Sudbury area, and one in northwestern Ontario, which takes in roughly from Marathon to the Manitoba border—co-ordinating committees to do two things.

The first is to run regional games this summer if that is the desire of the people in the area to do so. The ones in Sudbury, for example, are being held at the end of June.

In the area of northwestern Ontario about which you are concerned, there has been a scarcity of clinics, training courses and skill development programmes. The people in the area, particularly the recreation directors and laymen from non-director communities, have identified that clinics, skill programmes and leadership development programmes are the things they want to do this year. They have established an area committee; a grant has been given to that co-ordinating committee to develop the programme that they feel will help them to raise the level of participation in sports, both in terms of numbers participating and the level of skill.

We have done this in the other areas of the province as well but the one in northern Ontario, as I say, will be held at the end of June. There will be a continuous programme during the summer in northwestern Ontario, to offset and resolve, I hope, the concern and the criticism that you have identified.

Madam Chairman: Mr. Handleman, you had a question?

Mr. Handleman: Madam Chairman, I think I will let the youth and recreation item go since it has been passed. I simply wanted to say how pleased I was, first of all, that the athletics commission was not placed where it was going to be placed under the COGP recommendation. It was put in the proper place.

As I recall, there was a recommendation that it be put under something called public protection which hasn't even been inaugurated. There were some protests made about this and it was put, I think, in the proper place.

I would like to compliment Mr. McKenzie on a very remarkable job on a small budget. I was simply amazed that there is apparently only \$150,000 for supplies and equipment; and I am sure every member is aware of what is being done in his own riding with that amount of money. Now, so much for the good news. There are shortcomings.

Mr. Martel: Here it comes.

Mr. Handleman: There are shortcomings in the programme, and I think Mr. Martel may have put his finger on some of them. And probably it is because of lack of staff and lack of money.

I see it in my own riding, for example. I have been involved in little league for more years than I like to say; both on the field and at the executive level. The philosophy of little league—and I should send Mr. Martel a copy of the booklet, "This Is Little League"—is self-sufficiency. It is very good, sound Conservative philosophy: "You are on your own, fellows."

They are supposed to go out and raise their own money; not through the community, not from charity, not from government; but from private donors. And this is the way it has always been done. On the other hand that philosophy, of course, is an American philosophy.

There are many little leagues which are in very remote rural areas where they simply don't have the commercial donors. I see figures, from your office, of donations of equipment to little leagues in some of the more affluent parts of Carleton.

I see some of our more rural remote hamlets—farm communities—struggling to get along; and they get the same allotment. I am not saying you are being unfair. I simply think that there should be more checking being done into the needs of the recipients.

I know every recipient is given something. But it is like asking the thin man to lose 10 lb along with the fat man. The fat man can afford it. Some of those little leagues can be turned down. I can pinpoint them in my own riding; and I am sure most members can. Others, really needing the assistance, are getting the same amount; when they should be getting a great deal more.

Mr. Martel: You are suggesting a means test?

Mr. Handleman: Well, I think you can do a little bit of checking; perhaps with the

member. And I don't think this would be political at all. I can point out the affluent little leagues, particularly. We have a lacrosse league now getting along with one goal net. I don't know how they are doing it.

An hon. member: With what?

Mr. Handleman: One goal net; because that is all that was available.

Madam Chairman: Must be one-sided.

Mr. R. S. Smith: You can only score one way.

Mr. Martel: It's always a shutout for one team.

Mr. Handleman: Again, this isn't criticism. I really think it is a remarkable job on this small budget.

I am wondering, Mr. Minister, whether it wouldn't be possible to take the public protection aspect, that is the boxing and wrestling—which certainly doesn't belong in the social development field—out of the responsibilities of this particular commission. Can you put it somewhere where it belongs without cutting any of the budget that is involved? I'd like to see that budget go to social development, rather than that type of public enforcement. Has any thought been given to that at all?

I would like also to ask one more question, because Mrs. Birch mentioned this. It seems that boys' sports are far more organized and better structured than girls'. And as a result, girls do go short of equipment, simply because there is no structure; there is no organization, there is no executive. There is nobody like Mrs. Birch, who is very active and interested. They are not set up in leagues, in organizations; and they do go short.

Mr. Martel: Or they can't get ice time at the arena for figure skating.

Mr. Handleman: Well, that's got nothing to do with Mr. McKenzie's particular operation.

Those are all the questions I have.

Mr. McKenzie: Madam Chairman, I would have to agree with what you said in your last statement. Everything is organized for the boys. I have three girls myself, and I know. It is a fact that 90 per cent of our equipment seems to go to boys' leagues.

But at the same time, we have adver-

tised in the papers to assist any organizations, service clubs or otherwise, which wish to start girls' leagues, and we have had very few takers. Why is it that they do not want to participate, as with the boys? Everybody has his own opinions on that.

Now it was mentioned a moment ago about isolated areas and how we can help them; or how we should be helping them more. I have been in every Indian reservation in southern Ontario; they know of our aid. I have been up to Kenora and have had meetings with Indian bands up there. We offered our assistance; and finally the most pertinent remark that I got was: "What good is all this assistance if we haven't got the facilities to play it in; like an outdoor box for hockey and lacrosse; or backstops for softball?"

These we did not supply. It was outside of our policy, because it involved too much money. So we had to break our policy, and I said: "We will supply the lumber and the money for the boxes so that you can play these sports." And we did this for the Indian reservations in the Kenora area and that was put over CBC in northern Ontario so that people would know, but outside that area, I don't think the programme was too effective. We have gone on with schemes to assist the Indians and the reservations and most of them do know of our schemes—maybe I shouldn't say schemes, programmes.

Most of them are interested in one ball team of all ages and, possibly one hockey team in winter from the reservation. They aren't interested in organizing smaller leagues or for kids. They don't want the white man to organize them. They are interested in the cost of transportation which they have to pay out of their own pocket. They have miles to travel but we can't get involved in paying costs and gas for cars; hence we can't help in that respect.

Mr. Martel: There is one thing we have to do with the sports programmes across the province. I listened to Mr. Secord and interestingly enough on Sunday afternoon I listened to Carl Erskine, the former Brooklyn Dodger great, on the Dick Cavett show. He said we have a conflict in our society in organized sports with the little leagues; if it were really being used we wouldn't worry about excellence, we would worry about participation.

In the hockey league we run in Capreol, for example, at the end of three minutes

everybody changes so that everybody plays. It doesn't matter how good or how bad.

It's a failure of our sports programme that we cater too much to excellence and get down to having only the very best participating. If you look at organized sport, past the midget age in hockey for example, there are very few leagues for boys age 16 to 18. They are out in the cold because we cater to excellence.

This was Carl Erskine's criticism of little league in the United States. He said they do tremendous good but nonetheless when you start to compete for championships and what not, you are more interested in that than the overall participation of society and all the kids whether they are good or bad.

We have overcome it, by and large, Mr. Minister. We simply play every child. He comes to the arena for hockey; it's set up and every three minutes the buzzer goes no matter where the play is. There is a full scale change and you can't shift your lines to put the better kids against the poorer ones to score goals.

It's taken six years to develop it but I can assure you that every kid who goes to the arena in Capreol plays hockey. He doesn't sit on the bench. Three years ago, before they refined it, some kids saw the ice once if they were ahead 14 to 1. You put out the poorer kids.

It doesn't work that way in Capreol. We are not all that worried about scoring goals and winning championships. We will develop as many good hockey players as anywhere else but all the kids will participate. I think this is the problem; Mr. Secord made the point about working toward Olympic people beyond that.

Mr. Handleman: Could I just go back? I don't think Mr. McKenzie got the point I was trying to make. I'm not going to name names because obviously I'll be dead if I say that there was any organization in Carleton that didn't deserve any equipment from your group. They have even asked me to throw out the first ball at their playoffs.

There was a group that received aid and it's in an area where the homes average probably about \$60,000; the average income is \$40,000 to \$50,000 a year. They got a big batch of equipment because they have an awful lot of boys playing ball. There's no question about it.

At the same time, we have a little rural hamlet that doesn't even have a store in it for commercial sponsorship. They have a few boys playing ball but they have no equipment. It would seem to me that rather than the affluent suburban, great palace area getting—

Mr. Stokes: Conservative types.

Mr. Handleman: No, they are not really. They are all PhD NDPs!

Mr. R. S. Smith: There is really not much difference.

Mr. Handleman: I wonder whether sometimes you could just check with the member? I know I always receive acknowledgment; I know after it's gone out that it's gone and I'm always pleased. I think it would help a great deal in diverting some of this to the more needy areas in each riding because every riding is getting, I think, a fantastic amount.

Mr. McKenzie: There would be no problem in writing every member of Parliament a letter and getting their opinions first if this extra burden is not going to be—or rather, if you are not going to be averse to this.

Madam Chairman: Mr. Smith, one final question.

Mr. R. S. Smith: I certainly wouldn't agree with writing the members and getting their opinions.

Another subject I just wanted to cover a bit is another factor in the Athletics Commission; that is, the question of professional boxing and wrestling. Since we have a new minister I'd like to suggest to him that the way to deal with that is to do away with professional boxing and put wrestling under theatrics or some other place.

I really believe that we have come to the point where professional boxing is not an acceptable sport in this province and in many other areas. I would suggest that the easiest way to protect the public, if that's what the provisions of the Athletic Commission are, against I don't know what in regard to professional boxing, is that perhaps we should do away with professional boxing in this province and, as I suggest, put professional wrestling under the Council for the Arts or some other place where it rightfully belongs.

Madam Chairman: I am sure the minister will take this under advisement.

Mr. R. S. Smith: I am sure this could be a really controversial area and we might be

able to go a couple of hours on it, but I just wanted to put those views forward. I think it would solve a lot of the problems of the athletics commissioner.

Madam Chairman: Mr. Newman, you have a quick question, I hope?

Mr. B. Newman (Windsor-Walkerville): Well, Madam Chairman, it is kind of difficult for one to attend the two meetings at the same time, and I regret that I wasn't able to ask questions on some of the previous votes. I will not refer to any of the previous votes, but year after year I have spoken about greater assistance to amateur sport, having been deeply involved in it myself. It does seem strange that this year we are giving \$1.9 million to racehorses and \$38,000 to amateur sport—and we have done this year after year.

I first spoke in 1960 on this when only \$25,000 was given, and it is a strange paradox that we pay more attention to the racehorses in this nation than to the betterment of our own youth. I don't intend to say any more on that; I only hope that the government does wake up. I know they will say they give the fitness programme \$680,000 and another amount to recreation here and there, but we still are giving more to racehorses, thoroughbred and standardbred, than we give to our amateur youth. How in the dickens do you expect our amateur youth to make a good showing when it comes to

international competition, when we downgrade them far lower than racehorses?

Madam Chairman: Thank you, Mr. Newman.

Any comments, Mr. Minister?

Hon. Mr. Brunelle: I just wish to say, Madam Chairman, that we are of course very interested in the physical fitness of our youth. Mr. Newman raised a very good point and we certainly will look into his suggestion.

Madam Chairman: Item 6 carried?

Item 6 agreed to.

Madam Chairman: That concludes the estimates of the Ministry of Community and Social Services. Thank you very much, gentlemen.

Hon. Mr. Brunelle: Madam Chairman, if I may, I know that Mr. Borczak and the members of his staff join me in thanking you, Madam Chairman, for the very able way you have chaired these meetings and also the members for their very constructive comments.

Madam Chairman: Thank you, Mr. Minister. This committee will recess until 2 o'clock to hear the estimates of the Ministry of Labour.

It being 12 o'clock, noon, the committee took recess.

CONTENTS

Wednesday, June 7, 1972

Community services programme, concluded	S-1017
Recess	S-1039



ONTARIO

Government
S-55
Publications

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Labour

Chairman: Mrs. M. Birch

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Wednesday, June 7, 1972

Afternoon Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



10

CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

WEDNESDAY, JUNE 7, 1972

The committee met 2 o'clock, p.m., in committee room No. 1; Mrs. M. Birch in the chair.

ESTIMATES, MINISTRY OF LABOUR

Madam Chairman: Order, please. The social development committee will now hear the estimates of the Ministry of Labour. The minister, the Hon. Fern Guindon.

Hon. F. Guindon (Minister of Labour): Thank you, Madam Chairman. First of all, I think I should like to introduce my staff. To my left is my deputy minister, Mr. Robert Johnston. I also have here in the room Mr. William Dickie, who is assistant deputy minister; Dr. Dan Hill, chairman of the Human Rights Commission; Mr. Dibble, who is not here, but we expect him later on; Mr. Paul Hess, director of legal services; Mr. Webster, director of finance; Mr. McMahon, director of industrial safety; Mr. Keith Cleverdon, construction safety; and Mr. Vic Scott, director of mediation services. There may be other supporting staff coming in later on to help the minister.

Madam Chairman, I take pleasure in presenting the 1972-1973 estimates of the Ministry of Labour. As you know, I was given the responsibility for this ministry in February. This is, therefore, my first occasion to present to you the estimates of the ministry.

The Ministry of Labour was affected by the recent reorganization of government that followed receipt of the recommendations of the Committee on Government Productivity. Six branches of the former Department of Labour were transferred to other ministries. The industrial training branch is now part of the Ministry of Colleges and Universities, and five branches in the former safety and technical division were transferred to the Ministry of Consumer and Commercial Relations. These five branches were boiler and pressure vessels, elevating devices, operating engineers, energy, and uniform building standards.

Following the transfer of these programmes to other ministries we restructured our organization and combined certain elements of the

previous manpower services division and safety and technical services division into a new division known as the employment services division. This division now incorporates the employment standards branch, the women's bureau, construction safety branch and the industrial safety branch. The latter branch also has taken on the responsibility for logger safety, which was with the former Department of Lands and Forests.

As a result of this reorganization the Ministry of Labour will concentrate on those safety matters which are specifically and primarily of an occupational, as distinct from a public, nature.

You will be considering five votes in respect of the estimates of the Ministry of Labour. The first vote deals with the general administration of the ministry and the several supporting activities which assist the four main programme areas within the ministry. The four programmes are: (1) occupational safety; (2) industrial relations, which includes conciliation and mediation services, the Labour Relations Board, and Labour Arbitration Management Commission; (3) the Human Rights Commission and, (4) Employment services, which embraces the employment standards branch and the women's bureau.

The total amount which you will be asked to approve for the 1972-1973 estimates for the Ministry of Labour is \$10,845,000. The complement of the restructured ministry is 701; some 566 less than the complement of the Department of Labour prior to the reorganization and transfer of the aforementioned activities.

You should have received yesterday, or last week as a matter of fact, a document entitled "Explanatory Material for 1972-1973 Estimates." This document, in addition to setting out the specific financial estimates for each programme and activity, also includes a descriptive summary by vote, of the current programmes and activities of the various parts of the ministry. On the back on this document you will find a listing of publications available from the ministry, and this serves to illustrate in part the broad range of activities of the research branch of the Ministry of Labour which not only supports our

programmes, but also is engaged in activities which support other ministries engaged in activities related to those of the Ministry of Labour.

It is worth mentioning that although the Ministry of Labour is part of the resources development policy field, it is actively interested and involved in issues which arise in the other two policy fields, particularly in the social development area. Active dialogue is currently underway between our ministry and the social development policy field, and we expect this to develop into a continuing arrangement. The need for this will be recognized in that the programmes and activities of the Ministry of Labour in nearly every case have both a social and economic significance.

The members will be aware that for some considerable time the ministry has had under consideration the desirability of consolidating the relevant provincial statutes and regulations concerning construction safety. We have prepared a draft bill which will consolidate provisions of the Department of Labour Act relating to underground work, the Trench Excavators' Protection Act and the current Construction Safety Act into one omnibus piece of legislation.

In addition, it is proposed under this legislation that the province will assume responsibility for inspection and enforcement which presently rests with the municipalities in most parts of the province. The estimates before you reflect this intention in that the budget has been increased from \$411,000 in 1971-1972, to \$1,259,000 in 1972-1973. This proposed change has support from both employers and trade unions in the construction field.

It is not, however, without its practical difficulties in terms of the details of any takeover of existing municipal responsibilities, and it has been a matter of concern to a number of municipalities who have expressed their feelings through the municipal liaison committee established within the Ministry of Treasury, Economics and Intergovernmental Affairs. We have had three meetings with representatives of the municipalities in an attempt to facilitate the proposed changeover in a transitional way that will minimize any difficulties that might otherwise arise.

In the area of human rights, we are nearing completion of amendments that would add sex and marital status to the Human Rights Code as additional factors which may not be the basis of discrimination in employ-

ment and accommodation. A draft bill is nearly ready and I am hopeful this will come forward in the very near future.

I am very much aware that the collective bargaining system is under attack from a number of quarters, and certainly our ministry has been in the centre of this intensive debate. I believe that we must not be panicked into substituting on any wholesale basis a new system of collective bargaining for the one which we presently have.

Even with its apparent defects, it has generally served society well and we have attempted over the years, through amendments to the Labour Relations Act and through improving the quality of our conciliation and mediation service, to make the system serve not only the parties but the economy and society as a whole.

We are actively studying the process as it particularly affects the construction industry, where there is a growing recognition among both employers and trade unions that some further improvements and rationalization are necessary.

Last year's amendments to the Labour Relations Act concerning jurisdictional disputes and employer accreditation were an attempt to begin to improve the system of collective bargaining in the construction industry.

I have announced that I will be appointing a steering committee of senior and knowledgeable representatives of management and unions in construction to assist me in determining what else may be done to make collective bargaining more responsive to the needs of all concerned in the construction industry.

I believe in free collective bargaining as a matter of principle, and I am very much aware that an agreement reached directly between the parties is the best kind of an agreement and one which will have a commitment from both sides that will facilitate its ongoing implementation and administration.

It is because of my belief in this regard that I made every attempt in the recent dispute involving the city of Toronto and Metropolitan Toronto to bring about a settlement that would have the support of the parties and would not involve imposing a settlement in respect of the matters in dispute.

Madam Chairman, within our policy field we are actively reviewing the role of the Ministry of Labour to ensure that our programmes and activities are appropriate and

relevant to the economic and social demands of the 1970s.

We want to create a working environment in the province that is productive and in the best interests of management and labour alike. We believe the Ministry of Labour can play a key role in meeting the social and economic challenges that come together in the workplace.

The energies of myself and the staff of my ministry will be fully directed to the meeting of this important task. Thank you.

Madam Chairman: Thank you, Mr. Minister. Mr. Haggerty, have you a statement on behalf of your party?

Mr. R. Haggerty (Welland South): Yes, Madam Chairman. As labour critic for the official opposition, let me begin by congratulating the hon. member for Stormont on his appointment as Minister of Labour for the province.

I believe, as do many others, that this is perhaps one of the most important portfolios or positions to be held by a member of this government. It deals with the most valuable resource in our society, that is, human resources, the heart and soul of our communities and family life in Ontario. I know it is a giant step for the minister and, being the sincere person that he is, I am sure he will give his best at all times in attempting to justify society needs.

In listening to the minister's opening comments, I know his problems are many. I was just wondering today, as I picked up the *Toronto Star*, whether the Ministry of Labour would come into this dispute or not. I don't know, but it says, "NDP strike in St. David to protest Waffle move." I don't know if the minister has any binding arbitration to settle this dispute or not, but I presume that we would have a new conciliation officer, and that's Mr. Lewis, if he steps in to mediate the dispute.

Mr. E. J. Bounsall (Windsor West): Conciliation services accepted!

Mr. Haggerty: Before I commence with my comments, Madam Chairman, are we going to discuss workmen's compensation in this particular vote, or are we going to have a special meeting or a special session to deal with the Workmen's Compensation Board?

Hon. Mr. Guindon: I think in the past they used to keep it for the last item on the estimates.

Mr. Haggerty: We will be able to deal with it in this vote at the last?

Hon. Mr. Guindon: Yes, right. Not in the first vote but at the last.

Mr. Haggerty: The last vote, yes. That's quite all right then.

Madam Chairman, as this party takes part in the debate related to the presentation of the estimates by the Ministry of Labour, in doing so, I wish to read to members of this House excerpted material, which I feel most assuredly summarizes entirely the main thrust of the arguments presented by our party.

An industrial system, characterized by antagonism, coercion and resistance, must yield to a new order based upon mutual confidence, real justice and constructive goodwill. Any lasting solutions to offset the ongoing problems that exist between labour and management in the community must comprise voluntarily equitable and reciprocal approaches from representatives of capital, labour, management and government. Only as a result of this kind of philosophy of action can the cyclic disruptions in our economy be controlled effectively.

These words, Madam Chairman, echoed the profound beliefs of one of the greatest prime ministers this country has ever known. These are the words of Mr. W. L. Mackenzie King as published in King's book entitled, "Industry and Humanity."

As the labour critic for my party, Madam Chairman, it is my fervent belief that the main thrust employed in any attempt at an assessment of the current status of labour-management relations must manifest itself in a description of the effective role of government in this area, now and in the future. I shall attempt to examine the current state of labour-management relations, the problems existent therein, and the role that representatives of capital, labour, management and government can and must play.

In a recent poll conducted by the Gallup Poll of Canada, which appeared in the *Toronto Star* on April 19 of this year, it was discovered that nine out of every 10 Canadians believe that strikes in our nation are having a pronounced effect on our national economy. And 65 per cent of all Canadians polled in this survey believe that the effects of strikes are of a very serious nature. It is interesting to note that only 32 per cent, or

approximately one in three Canadians, are of the opinion that strikes in our nation range from the fairly serious to the not very serious levels. The remarkable information to be extracted from this poll must be contained in the statement that the number of undecided individuals was only three per cent.

It is interesting to note further, Madam Chairman, that among those Canadians polled on a broad, rather than a selected basis, 68 per cent of the traditional Liberal voters indicated strikes tended to act as a disruptive element in the economy, whereas among traditional NDP supporters polled, only 5 per cent of that number concurred in that view.

In the report of the select committee of the Legislature on labour legislation in the Province of Nova Scotia it would seem relevant to note that among the conclusions reached by the committee is the following statement:

Generally, the only times at which labour and management meet, one in company with the other, is in an atmosphere of conflict where a collective agreement is being negotiated or when unfair labour practices are being alleged by the union or when differences arising out of the interpretation of a collective agreement are being debated.

There are opposing forces on opposite sides of the table, and if they are able to settle their differences with or without third-party intervention, they may not meet again until another conflict arises. This, in our view, is not conducive to productive labour-management relations.

From this report, it would appear that the body has by implication put a very strong case for the concept of constant ongoing bargaining relations during the course of an agreement between the two parties. It is relevant to note that the recommendations of the select committee were accepted in their entirety, followed by the enactment of enabling legislation by the Legislature of Nova Scotia.

In a brief submitted by the board of directors of the Ontario Chamber of Commerce in 1967 for the purpose of examination by the royal commission inquiry into labour disputes, the following observations were made:

In seeking to attain the goal of a minimum of violence and the fewest possible strikes in the system of private bargaining, it is suggested that efforts should be made to achieve objectives which are essential

to a favourable system of private agreements:

(a) An attempt should be made to create a general atmosphere of respect and trust between employee groups and management. Unless a collective bargaining process takes place between parties with some measure of regard for one another, bargaining is likely to be fraught with bitterness and a lack of candour, and serve more to upset than to calm relations between employer and employee.

Legislation alone cannot accomplish this goal. Any stigma of social irresponsibility can only be removed by the imposition of concentrated educational programmes which can probably be best undertaken by interested groups within the ranks of labour management. We believe that government should encourage such programmes wherever possible, either by providing impetus and leadership or by making available the resources and services of its good offices.

The Goldenberg commission recommended the establishment of a joint labour-management council for the construction industry, for example. While all of the conclusions reached by this commission are not particularly encouraging, we would strongly urge that the government must continue to promote such endeavours.

(b) Inasmuch as attempts must be made to limit the use of economic force in the settlement of disputes, attention must be given to the measures of trust and respect which the parties accord to the agencies which resolve the disputes. In labour relations, as in other fields of law, it is of crucial importance that the decision-making body is seen as being unbiased and objective those parties who must submit to the decisions it renders.

Madam Chairman, I will now refer to the report of the task force on labour relations set up by the government of Canada on Dec. 13, 1968, and for the purpose of brevity I shall refer hereafter to the document as the Woods report. Under the sections of the document entitled, "Recommendations and Observations," the Woods report has the following suggestions to make:

Having reached certain conclusions after exhaustive periods of investigation, under the present structure of the industrial relations system now operating in Canada, vested-interest groups and legislators must examine three basic alternatives if they are to effectively examine the future course of labour-management relations.

The first alternative may be referred to as a unilateral decision-making process; it reposes all power in the industrial relations field in one entity, either the employee or the state.

The second alternative may be referred to as a bilateral decision-making process; this process, however, still eliminates an interested party, labour-management or the public, as represented by the government.

The third alternative may be referred to as the multilateral approach. This process overcomes the obvious deficiencies of bilateral decision-making and recognizes the interplay of market and institution, which of course is inevitable in a mixed enterprise economy operating within a liberal democratic political system.

The Canadian industrial relations system is multilateral. Aside from the forces of supply and demand in the labour market, it features a high degree of employer determination, trade union participation, collective bargaining and government involvement in a variety of capacities.

Our central concern is with the collective agreement and the trade union aspects, both of which are indispensable elements within the total system of industrial relations. Within industry, unions serve as a countervailing force to that of management, and within the widest socio-economic-political sphere, they function as potential agents for transformation in an increasingly pluralistic society.

Collective bargaining is the mechanism through which labour and management seek to accommodate their differences. As imperfect an instrument as it may be, there is no viable substitute in a free society. Our concern, therefore, must be focused on the methods by which the existing system can be improved, extended and preserved by a combination of parliamentary support, federal-provincial co-operation and voluntary action by each vested interest group.

On balance, we propose an increase in the degree of government involvement in the labour relations field. We recommend more public participation in the industrial relations system through positive measures taken by the government in the event of actual or probable breaches of the public interest.

As it is common knowledge that some members of this Legislature are students of history, I shall say unequivocally that since the advent of the industrial revolution, the labour

movement has been constantly active in politics. Union political action may range from lobbying (through the approach of rewarding one's friends and punishing one's enemies) to the support of a particular political party.

Unions have legitimate reasons for participating fully in the country's political life, and as individual and collective members of their society they are responsible to do so. The only concern of the members of this party is that there exist, through legislation, effective safeguards to protect those union members who may hold divergent views. With this in mind, we are attracted by the British approach to the problem.

Three requirements are made at unions that wish to donate any of their regular dues and assessments to the support of a political party:

Firstly, such a decision must be made and ratified by a duly constituted representative body of the union.

Secondly, all such moneys must be kept and accounted for separately.

Thirdly, dissenting members must be permitted to opt out of such contributions on request.

We would add two features in order to protect the anonymity of dissenting members who may wish to avoid any possibility of retaliation. Such members should be able to opt out either by notifying the union or by stating their desire to do so in a signed letter to the Canadian Labour Relations Board.

The board would, if necessary, check the authenticity of the request against the employer's personnel records and inform the union of the number of members opting out. The union would then be obliged to revert these members' shares of the union's political contributions to its general operating fund.

We would suggest further that any determination of the most effective role that government can play in the labour relations field involves a discussion of the diverse aspects of its individual components as part of the composite whole.

The government may act, from time to time, as custodian of the economy on the one hand, or that of a shareholder in a number of Crown corporations, on the other. The government is in a very real sense, an employer, a body of determination for the legal framework within which collective bargaining takes place, as an arbiter in labour disputes and as the determinant of labour stands. And I think we can refer these remarks to Bill 105, the Crown Employees Collective Bargaining Act.

It may be stated in all equity, Madam Chairman, that any determinant to the future success or failure of relations between labour and management will be found in the willingness or reluctance by members of management and labour to open their books to the scrutiny of the public and each other on a regular basis. This would necessarily increase confidence and trust among the three parties concerned—that is, the employer, the employee and the public at large.

With this kind of undertaking by both labour and management, our society would be well on its way toward an elimination of unnecessary pressures and disruptions that result from collective bargaining breakdowns.

Perhaps I can add a few comments here for the minister's benefit. We have a situation now in Dunnville, involving the Lanark Manufacturing Co., where there is a labour dispute between the local union and the company. I guess one of the questions is the wages and whether the company can afford to pay the increase demanded by the union members.

One way to perhaps help settle the dispute would be to open the books so both sides could have a clear picture of the profits of the company and whether or not it can afford to pay additional wages. Perhaps this would take away the threat that if the company is not satisfied with the labour situation in the Province of Ontario it is simply going to move out and go back to the States.

In this particular instance if this does happen, which I hope it does not, there should be a close check made to see that the product is not being shipped back through the auto trade agreement. I think our concern here is to keep employment up in the Province of Ontario.

With a view to the realities of the situation, however, I am convinced that the government must demonstrate leadership in this area by introducing enabling legislation which will make mandatory the production of such books and records by both parties, prior to any negotiations and during the life of the contract, if they are not to be opened on request voluntarily.

I turn now to the subject of wage and price controls. Although I admit our federal counterparts have yet to be persuaded as to the merits of the wage and price control theory, and in fairness it might be said that we in this caucus are equally uncertain as to the merits of the concept, it would seem feasible for the government of Ontario to investigate and examine the possible effects

that the imposition of wage and price controls would have on the provincial economy. Perhaps such imposition should only come, if merited, after all efforts to apply voluntary wage and price restraints have been exhausted.

If controls are to be imposed by the provincial government at any time, we are of the belief that a statement of admission from the government of Ontario must be coupled with such imposition as to the necessity for imposing these controls on a short-term basis. I say this, Madam Chairman, because the overwhelming majority of the economists today concur in the belief that wage and price controls are possibly effective in combatting inflation and controlling unemployment on a limited basis only.

It is almost impossible for the average wage earner today to purchase his own home, unencumbered. When we go back to the local newspapers in the past week or so, we see mortgage rates, interest rates, have gone up to about somewhere around 10 per cent, I believe—away out of proportion.

We can say this is a matter that comes under the federal government and the banks. But I think, as my colleague from Samia (Mr. Bullbrook) has put it often in the House, this is a matter of great concern to the Province of Ontario, where we have the trust companies dealing with mortgage and interest rates in the Province of Ontario. Too often labour is criticized for bringing about inflation, when it is not actually labour that is doing it.

When one goes out to purchase a home, it is the high price of land that costs so much. Then when you get into interest on mortgage rates at 10 per cent, you can't blame the labour people and the unions for going out and demanding higher wages. I think somewhere along the line this government is going to have to step in and have some control on the mortgage rates in the Province of Ontario. Perhaps later on I'll get into the text of my speech and maybe add a few more comments to this.

No government can long endure if it is ready to countenance the possibility of an individual plunging himself hopelessly into debt when purchasing a home, because he has no alternative but to do so. Perhaps this government should look closely at the policy followed by the government of British Columbia, in the area of homeowner grants or loans.

It is worth noting also that this government has done little to establish a positive

mechanism for constant reassessment of minimum wage standards in this province. A minimum wage level should be established at an equitable level and constantly reviewed so as to take into account proportionate fluctuations in the cost-of-living index. Effective policies along these lines would go a long way toward eliminating the fears of the average wage earner as to the spiralling cost of living upward, without consistent regard for the general and selective wage levels in our economy.

I will now turn to some general recommendations in the field of labour that the Liberal Party supports unequivocally and commends to the government for its urgent consideration. The Liberal Party supports the position of promoting new patterns in collective bargaining. The public interest demands an end to long disruptive labour disputes. Highest priority must be given to promoting continued consultation and negotiation between labour and management throughout the life of the contract. Enabling legislation must provide for early mediation at the request of either party and continuing mediation for the period of the agreement.

We have long recommended the establishment of a tripartite commission composed of representatives of labour, management and government which will sit continuously. The commission's objectives would be to survey and interpret the technological changes, industrialisation, mergers and takeovers, which can result in industrial closures and in large-scale layoffs.

In the construction industry, the Liberal Party has consistently supported a policy embodying the establishment of employer-employee bargaining units to be established on a province-wide basis. The various trade unions should be encouraged to bargain together to prevent "bumping."

We would also recommend a policy which would provide job retraining and, in such cases, compensation to the workers undertaking such training. This may involve governmental reimbursement to management for time, money and resources expended. Certification procedures must be altered. Fifty per cent plus one should ensure certification without a vote, instead of the present 65 per cent level.

We in this party, Madam Chairman, have long supported the policy of equal pay for equal work and equal job opportunities for men and women. We would establish and promote daycare centres on industrial prem-

ises. In addition, provincial minimum wage legislation must be amended automatically to reflect changes in the cost of living.

As previously mentioned, we in this party have long advocated the policy of employee representatives sitting on boards with management to administer employee pension plans, and it is our feeling that these pension plans must be portable. The Liberal Party would recommend an amendment to the Labour Relations Act, making it possible for those employees who are individually contracted with management to be represented by a union if they so wish. We have long supported the trend within the labour movement toward Canadianization of the Canadian branches of United States-based unions.

Canadian members of such unions should have the power to elect not only their own members to the international executives but to elect Canadian executives to deal directly and individually on behalf of Canadian workers. This always raises the point with me, Madam Chairman, that they deal strictly with implementing some tighter controls on Canadian unions.

An article dated January, 1970, published by Local 6200 of the United Steelworkers of America in Port Colborne, Ont., says:

I would like to say a few words on the subject of the international convention which was held in Atlantic City from Sept. 28 through Oct. 2. The meeting was opened by president I. W. Able, who spoke about how democratic our union was. His speech was very impressive but as the days rolled by I began to have doubts.

You must understand that resolutions brought forward by the resolutions committee are voted on by the delegates by voice vote. Seeing how approximately one-third of the delegates in the hall were staff men it's not surprising that the chair was only defeated once.

The last day of the convention I saw a brother denied the right to defend himself. When the president of another local stood up to speak on behalf of this man's constitutional rights he was approached by his district director and told that an administrator would be sent to his local to take over its administration.

Brothers, if this is a democracy I really pity those with a dictatorship. Several times during the convention there were votes which seemed very close and even defeated but the chairman seemed to turn

off the "noes" and rap his gavel saying, "They 'ayes' have it."

It sounds like sitting in the Legislature here in Ontario, doesn't it?

Brothers, if you wish to have more information on the convention I would ask you to attend the next membership meeting.

I think there was another comment in it. What he was getting at, I think, was that they were a little bit disappointed that some members of the Canadian unions going down to the United States for the large convention of the CIO unions, were denied the right to speak on behalf of Canadian unions.

I feel that for a little more voice on the part of Canadians in running their unions here in Ontario, some steps should be implemented either by the Canadian Labour Congress or somebody in that line, to get them to move for more Canadianism in Canadian unions.

It is encouraging that the president of the United Automobile Workers of America, Mr. George Meany, has taken a clear stand against the effectiveness and the necessity of strike action. Mr. Meany has made statements of recent vintage which echo many of the sentiments that we have expressed. It is encouraging in light of the current alleged anti-labour bias held by the public, that the president of one of the largest and the most powerful international unions has had the fortitude and openness of mind to admit that while people may not change, the times and the issues do.

I think it would be fair to state, Madam Chairman, that whatever the extent of the value Mr. Meany has placed in the strike as the ultimate political and economic weapon of the worker in the past, he now realizes by implication at least that strikes are no longer viable, desirable or necessary in any case.

No doubt Mr. Meany's remark is a warning to all unions in the United States and Canada that their image is poor, and that the public is beginning to resent many unions and their actions, that the time has come to turn round, and that labour is responsible for its own problems.

Hunter P. Wharton, president of the International Union of Operating Engineers, AFL-CIO, told a convention of his union:

It is time to turn ourselves around and approach our problems as they actually exist. Labour must rededicate itself to

pride in workmanship, to a fair day's work for a fair day's pay.

He went on to point out that it took 18 months to erect the Empire State Building—a brick structure—more than 40 years ago, and Wharton told the convention it would take more than three years to duplicate the building today. It is rather amazing, with all the modern equipment and the vast technology that we have, that we cannot compete, in this day and age, compared to 40 years ago in the labour market.

So I think he is trying to say to the unions, either you straighten out your own affairs and cut out your bickering between one local union on your rating and so forth, and let's sit down as a group once again of one bargaining unit. I think this is the only way that unions are going to be able to survive here in Canada. They must get together and iron out their problems now if they want to salvage the good that they have done in the past for labour in the Province of Ontario and throughout Canada. Of course there is a large movement in the United States now. Non-union construction labour is being hired in many construction projects in the United States, and I think this is of great concern to the construction industry, particularly in the United States.

There have often been discussions dealing with the matter of a shorter work schedule. I am not speaking as a party now but perhaps speaking as one of the labour force in the Province of Ontario, and we are down now to 40 hours a week, and it has been suggested that perhaps we should try to establish a shorter work period, either the four-day week—10 hours a day—or down to 32 days a week—32 hours a week, I should say.

Mr. H. C. Parrott (Oxford): It seems that way around here.

Mr. Haggerty: It does seem that way around here. I often think of the hours I put in here; maybe I should go back into my old job again and work 40 hours a week. I think the concern that I am trying to present to the minister is that if we perhaps do shorten the work week down to 32 hours a week, I am afraid that it is only going to create more jobs for moonlighters and it is not going to increase new employment in Ontario.

Mr. D. H. Morrow (Ottawa West): Right!

Mr. Haggerty: So I hesitate to say to this party that we should be looking for 32 hours

a week. The other matter I want to discuss is the pensions. We in Ontario and Canada must have a serious look into management's employee pension funds.

No doubt there are large sums of money, and it runs into millions of dollars, that leave this country and are later returned in small pensions to Canadians for their labour with many strings attached. I would suggest to the minister that a study be implemented now to review all pension plans in Ontario. I am sure one will find that there are millions of dollars of Canadian money taken from our natural resources and human resources that are not returned to Canada but are used for investment purposes by other countries. This money could just as well be used here to further develop our natural resources, thus creating new employment.

I would like to see a further review into the survivors' benefits of pension plans, for it is too often that the survivor is depending almost entirely on the husband's retirement pension and too often the spouse faces severe hardship later on. I know I have had a number of problems dealing with this, where the widow has very little on which to continue in life.

I suggest to the minister that there should be a new programme; a sweeping change concerning health and safety in industry in Ontario, and a whole new concept in occupational health standards.

We in Ontario have not kept abreast of the vast changes in manufacturing technology; in the many new industry processes for changing raw materials to the finished product. Many of them have harmful effects on the health of our working force in Ontario.

It is amazing that in the total estimates of some \$11 million—I believe that is what the minister said—there are very few funds for the health and safety of our working force; and yet millions are exploited from our natural resources. In fact millions are spent on research to find better ways to improve new processes for improved products; and very little is being spent on research into the health and welfare of those producing the products.

I think the Ministry of Labour should establish a list of potential hazardous toxic substances for posting in plants, particularly in chemical plants. These things should be posted so that the employees are aware of conditions they are working under. I think this would, perhaps, be a move in the right direction.

In conclusion, may I say that I have used this opportunity to discuss and assess the broad philosophical considerations in the field of labour-management relations. Until this government, or any government, has determined upon a philosophy and course of action in the labour area, valid economic change and the elimination of destructive pressures cannot be realized. No amount of recitations of charts and figures is realistic if they relate to concepts that are as out of date as human slavery.

These are difficult times and it is, perhaps, self-evident that labour-management difficulties are among the most pressing problems in our society today.

The economy will stagnate and society will begin to decay from within unless a man can work and earn a wage that is above the subsistence level, aspire to the acquisition of luxury goods and services to make life a little more tolerable, and take an active part in planning and direction of his society and his role in it.

We must not permit this to happen while we are still in a position to prevent it. The choice rests with all of us.

Madam Chairman: Thank you, Mr. Hagerty.

Mr. Bounsall: do you have a statement on behalf of your party?

Mr. Bounsall: Yes, Madam Chairman.

First of all, I'd like to congratulate the minister on his appointment to this post. I sensed on the minister's part a willingness to work hard and to bring to bear all his energies and considerable charm to this sensitive post. I might say that when he—

Mr. R. F. Ruston (Essex-Kent): He's got beautiful charms too!

Mr. Bounsall: Shortly after he took it over, he sort of rudely thrust to the centre of the stage with the Workmen's Compensation Board hearings, which are still progressing. The experience which you now have, Mr. Minister, in settling strikes—through your successful intervention in the garbage strike—should give you immense confidence to proceed in the future in such interventions, and perhaps at an even earlier time sequence. That confidence gained, I'm sure will stand all the workers and the managements in the province of Ontario in their collective good stead.

One of the major points of interest and importance in the field of labour, and which

concerns us all very greatly, is the area of plant shutdowns and relocations. It's a major problem in Ontario.

From June, 1970 to June, 1971, 138 plants closed down in Ontario; 76 of which were foreign owned. And of these 138, 43 had fewer than 50 employees, or roughly one-third of the plants shut down had fewer than 50 employees.

Now, under the Acts of your ministry, no notice is required to the Ministry of Labour of termination by companies when it involves less than 50 employees; and fully a third of these did.

I think if the ministry is really trying to provide an employment service, and presumably it is, I would think that this number of employees laid off should be decreased. I think if you're really serious about providing an employment service, the number you should be speaking about and thinking about is 10.

The Employment Standards Act requires notice to people being terminated, provided they make the given number of—well, on the one hand you are required to notify the department which should be helping in the retraining. For those employees terminated, the Act requires one week's notice if they are there for less than two years, and two weeks' for less than five but more than two, and so on. It escalates to eight weeks for 10 years or more.

If you contrast this legislation with that which occurs in European countries particularly, you find that they are much more liberal.

In Germany, for example, there is established a minimum notice of two weeks for all wage earners, irrespective of how long they have worked, be it less than two years or not. That's double. It escalates rather sharply, much more sharply than Ontario's, for the age of the employee and the seniority which the employees had. In the beginning it is double, and it goes up much more quickly. Salaried workers can be dismissed only at the end of each quarter. It provides a minimum notice of six weeks to them, which gets extended to three months after five years of service, escalating to six months after 12.

In France, employers are obligated to give one month's notice to workers who have six months service—quite substantially higher than we have here in Ontario. It provides their department of labour a chance to aid that person in finding employment and the employee to find employment.

In the United Kingdom, you are again required to give one week's notice if the length of employment has been only 26 weeks. It continues to escalate after that. They have the one week's notice occurring after half a year rather than the full year. It escalates more sharply than Ontario's regulations require.

In Belgium, for example, for salaried personnel or any sort of staff personnel, the requirement is three months' notice for every five years of service. In the situation we find ourselves in here, in Ontario and Canada generally, where many employees in the salaried categories reach their mid-40s and find themselves obsolete in their particular job—having worked in it perhaps for some 20-25 years—they have a really substantial period in which to get themselves retrained and look for another job. It is a much better situation than we have here in Ontario. For hourly paid workers, 14 days' notice is required if it is less than 10 years. That's not quite as liberal as we have it here but certainly the salaried situation is better.

In the Netherlands, the present law requires they provide employees with one week's notice for each year of service completed after they have reached 21 years of age. I could go on and on through various of the other European countries.

Certainly, as you look at the European countries vis-à-vis Ontario, what is noticeable is that much longer notice is required, by and large, to the employee by the employer, than here in Ontario. Provision is made in virtually all of these countries for full payment in lieu of notice. This is really universal there, too.

I would hope that your department would have a very close look and should have a very close look at the amount of termination given to employees by their plants with a view to updating it, quite apart from the point of reducing to a lower number than 50; and there I would suggest 10 employees for the company to inform you of their termination.

When you do get a plant shutdown—and it's almost in the same category as a relocation, but not quite—I think there are various things that we in Ontario should insist should be done with respect to that plant shutdown. One is to open its books and submit to a feasibility study to see if that plant can be economically viable. The reason you always get from the company in press reports is that it must close down because it is no longer an economically viable unit, at least with that particular product. So I think it should be

required to open its books and submit to this feasibility study.

If the company is found to be, with that particular product or at least some lines of the products which it produces, economically feasible, I think it's incumbent on the Ontario Development Corp. to take over and operate the plant for the benefit of the Province of Ontario and for the workers' benefit here in Ontario.

I think that on what we might call run-away firms we're getting a fair amount of this, or will get a fair amount of this as the DISC programme swings into operation, in the United States particularly. But here I am talking about all foreign-controlled branch plants, with which it most often occurs. There should be sanctions on them, in the sense that an embargo be placed on the importation of those products formerly produced here in Canada and now produced in another location and presumably imported into Canada. There should be an embargo, or a substantial tax, placed upon those particular goods that are involved.

The negotiations might be a little tricky, we being a province rather than a country, but I think that there is some justification in trying this. If we talked about it and talked about possible legislation in this area, even if it was found that we didn't have the jurisdictional power to implement it, this might give pause to some firms planning to, what I would call run away with no particular good reason for so doing.

In the whole area of plant closures and relocations, I think that there should be a retraining fund established, an ongoing tax if you like, charged to every company operating, which can be held in escrow to them, and perhaps some of it returned over the years as it goes on, but a fund which would provide for the retraining of the workers should that plant terminate, an ongoing fund for retraining taken from the particular industry or plant involved.

In the area of relocations, plants don't always terminate, they relocate with a fair amount of expense and inconvenience to their employees and many of them do offer their employees a chance to relocate with them. Some don't. But in the area of pure and simple relocations, I think Ontario, whether or not they extract it by setting up some sort of fund donated by the companies, should consider very seriously aiding in paying the cost of the moving expenses for the family.

There have been several attempts in the past at plans, usually those which terminate,

to arrange pay for the relocation cost of the employee himself; but there is really no good scheme that handles the cost of moving expenses for the family when a plant relocates and an employee gets a chance to relocate with that plant.

In the whole area of layoffs—I'm getting away now from plant shutdowns and plant relocations into the layoff area—no advance notice need be given to the department for workers laid off for a period of less than 13 weeks, which can be extended to 17 weeks upon application.

This is an area that distinctly needs improvement. I think 13 weeks is far too long a period. It allows a company time, through the overtime permits signed and allotted to that plant, to really stockpile in advance of layoff. For a layoff of 13 weeks, a quarter of a year, it is quite feasible to stockpile for that length of time, and have that layoff occur as they sell their stockpiled goods. That length of time, I believe, is far too long.

I am going to touch very briefly on some of the other overall matters in the department and save some of my detailed discussion until we get into detailed votes.

Certainly, Mr. Minister, one of the areas of prime interest at the moment—I wouldn't necessarily say concern, but certainly of interest—is a reduction of the work week under the Employment Standards Act from 48 to 40 hours. We will not be the first province, as you know Mr. Minister, to reduce our work week from 48 to 40 under the regulations.

This, I suspect, would help in the various unemployment situations and problems we have here in the province. With the far too easily available overtime permits, through the Department of Labour, combined with the 48-hour week, an employee can be asked to work 48 hours no matter what a union contract calls for. Unfortunately, the overtime permits which allow that worker to work beyond that, should he so wish, are all too easily obtained.

I have evidence from the Ford Motor Co. plant at Oakville, Ont., where there is at the moment a tremendous amount of overtime being worked. The indications are that a whole shift could be added to that plant, with all the employment resulting from that, if there were a 40-hour work week and an absence of overtime permits to that particular plant.

At a time of high unemployment in the province, with not all that great a prospect

over the next few years—or the immediate time span—of its reducing materially, with this kind of reduction from 48 to 40, and with very close scrutiny in the area of overtime permits this is an area in this province in which we could very much aid in creating employment. Ford isn't the only plant with vast amounts of overtime where I think a shift could be added if that type of legislation were passed.

I think it is probably incumbent upon the minister and his department in the area of its public relations to point out what actually exists in the strike area. A Gallup poll was mentioned by the previous speaker; it was on the feelings that people had in relation to strikes. Going back over the last five years they shift slightly from year to year but not very much. Roughly 96.5 per cent of all contracts in Ontario are settled without resort to strikes.

The Department of Labour has its mediation and conciliation services. Time and money and a great deal of effort are spent by very capable people in the Department of Labour to aid in the prevention of strikes. All the public hears about is the strikes which occur, which are only 3.5 per cent of all those contracts under dispute.

I think it might well be incumbent on the Department of Labour, if only on behalf of its employees, to indicate the good work which they have been doing. The Department of Labour should be a little more public-relations-minded in this one respect and indicate to Ontario the vast number of bargaining contracts that are signed without resort to strikes. To me, 96.5 per cent is not an inconsiderable number at all.

In the area of minimum wages, the \$1.65 minimum wage in Ontario, Mr. Minister, should be increased. There is no question about that; even under federal jurisdiction it is \$1.75 an hour. Saskatchewan and Manitoba are going to \$1.75 an hour this year, I understand.

In Manitoba they are even looking at—they may not finally bring it about—but they are even looking at the feasibility of including agricultural workers under a much higher minimum wage, or even at the \$1.75 minimum wage. Alberta at the moment is actively talking about introducing \$2 per hour as the minimum wage.

As Madam Chairman will know, in the estimates of the Ministry of Community and Social Services just ended, a great deal of the discussion time under the family benefits section was spent in talking about the work-

ing poor in Ontario and that working poor exists because of the very low minimum wage we have in Ontario.

The difficulty the Ministry of Community and Social Services has, in their mind, is being able to do anything real in the way of benefitting or increasing the benefits of the people on family benefits. Even they are willing to admit it is exceedingly low and not all that helpful because of the fact that they might surpass the wages made by the working poor in this province.

The "working poor" is a well-known category now; it is a well-known phrase in our society at the moment. This can be remedied overnight by a change in that minimum wage.

Some people work a 40-hour week at the minimum wage. We have employees within easy contact in this building—associated with this building—who are making only that minimum wage; the people in our parking lots and around our doors; the ones that provide security here. At 40 hours a week, they only make \$66 a week—that is at \$1.65 an hour in the city of Toronto.

As the minister will agree, I am sure, this is no proper wage for a family to exist in this city of Toronto in this day and age; and it is widespread, of course, all across the province.

Mr. Minister, I will conclude my opening remarks and save my other remarks for the detailed votes of the programme.

Madam Chairman: Thank you, Mr. Boun-sall.

Mr. Minister, would you care to comment on these opening statements?

Hon. Mr. Guindon: Thank you, Madam Chairman. I have a few comments and a few remarks.

First of all I should like to express my appreciation to both our colleagues from Welland South and Windsor West for their very constructive presentation. I do accept, of course, their congratulations since my appointment as Minister of Labour. However, what I do appreciate most is their co-operation, not only here today in their presentations, but also in the House since the beginning of the session. I think they have been very helpful to me and given me some of their advice and their experiences in the field that concerns our department, and this I do appreciate very much.

The member for Welland South has mentioned the effective role that the government

should play in labour-management and labour relations; and I certainly agree with him. We know and we are very aware of the role this ministry can play in this field. He has referred, of course, to the seriousness of strikes; how they affect the Ontario economy and the economy of Canada for that matter. I do agree. And I think the member for Windsor West has made the point that over 90 per cent of our disputes are settled without a strike or a lockout; which I think speaks very highly of the labour climate in this province.

Mr. Bounsall: Over 95 per cent, isn't it?

Hon. Mr. Guindon: Over 95 per cent, yes! That's still better.

We are very proud of this record, really, and to counteract criticism you mention that our public relations branch should do more in this regard. There's no doubt that we will be looking at it to see what can be done to tell the people of this province what our staff and our part of the ministry is doing in this connection.

However, I'm sure you will appreciate with me, it's not easy to counteract all the news media. We don't have their budget for one thing. We have no television system and no daily papers. But I think the point is well taken. We will look at it to see what can be done about it.

At the beginning of our meeting here today, the member for Welland South asked if we could discuss the matter of the Workmen's Compensation Board. I suggested we could after our votes are all through when I think it is usual for the Minister of Labour to discuss the matter of the Workmen's Compensation Board, even though no public funds are involved, as you know. If you have questions we will try to answer them.

Mr. Haggerty: I think the meeting with the officials of the Workmen's Compensation Board was very fruitful last year. I think we met for some two days with them. It was a great help to the members here with some of the problems they have with the board's decisions.

Hon. Mr. Guindon: I have already informed our people at the Workmen's Compensation Board to be available whenever we need them. We have had a series of hearings concerning the operation of the board, but still if you have other questions, well we will make them available to you.

Mr. Bounsall: They weren't on the financial side, though, about how many payments they have made out and so on.

Hon. Mr. Guindon: I suppose you would like to hear about specific cases or things like that. I will tell them.

Both members have referred to the minimum wage. I must say here that \$1.65 an hour is certainly not exorbitant—far from it, I do realize it makes it difficult for many people. On the other hand, perhaps you are unaware that we have an ongoing study and I expect a report later on this year, perhaps in September or October, to see what can be done in this regard.

The big difficulty here, and I can only speak from my experience as a businessman, is that in many areas some businesses would find it very difficult to pay more. I'm thinking in terms of restaurant owners, for instance, and service stations, where you have attendants waiting for hours for business, but still they are on the payroll and they have to be paid their 48 hours.

I would think that it might be difficult for some businesses we have. Nevertheless, that doesn't mean that we shouldn't look at it very seriously, because \$1.65 an hour for 48 hours would give you—what?—about \$70 or \$75 a week. In this day and age that's certainly low.

Mr. Haggerty: They can get more if they are on welfare, can't they?

Hon. Mr. Guindon: Depending on how many dependants you have. If you were single, I don't think you would be better off, but if you were married with a family of five children, I agree you would certainly be getting just as much, if not more.

In connection with this, and I know you are not asking for the Province of Ontario to do it, but did you say Alberta or Manitoba—Alberta I guess—wanted to include the people working on farms?

Mr. Bounsall: Manitoba was considering it. The studies that produced their determination to have a minimum wage of \$1.75 also included the whole area of agricultural workers.

They haven't come down to say that they will give them \$1.75 minimum wage, but they are looking at the feasibility of that or, if not \$1.75, the feasibility of exactly what minimum figure they might establish in line with the \$1.75 for the particular area of agricultural workers.

Hon. Mr. Guindon: For the farm help, as we call it?

Mr. Bounsall: Yes, that's right.

Hon. Mr. Guindon: As you know, as it is now in this province, farm help is exempted from the minimum wage.

Mr. Bounsall: I understand. What they are considering, if they can't give the \$1.75, is some other perhaps lower minimum wage for agricultural workers. They are trying to see if they can get it to \$1.75, what the effects of this will be. It is pretty hard to do without a thorough study of farm income supports, which I think is also part of the study—perhaps it should be done in Ontario to find out what sort of proper farm income support plans need to be given in order for an agricultural worker to make the minimum wage of the Province of Ontario, or its equivalent in terms of any other benefits he might be getting perhaps by living on the farm.

Hon. Mr. Guindon: We may come to that some day. Today, the farm units are getting bigger, more acreage. A 300-acre farm is not uncommon, while we still have in eastern Ontario a number of farms with 100 acres and really the income is very low. The study going on in Manitoba may be helpful to us.

Mr. Haggerty: They are pretty well all family farms, anyway, are they not? They are all families working them, are they not, when you get into the bigger farms?

Hon. Mr. Guindon: Family farms.

Mr. Haggerty: Yes.

Hon. Mr. Guindon: Mr. Haggerty mentioned—and I agree, you know—if we could get some bargaining on a province-wide basis. You might be interested to know that last week—and I am told this is a first in Ontario—we did have an agreement on a province-wide basis for masons and tile workers.

I witnessed the signatures to the agreement and both labour and management were very happy about this achievement. We hope that some other trades will do the same in the future. It is certainly a first and a thing that we in the department would certainly like to promote. This was done in the one case.

As for Canadianization of unions and placing tighter controls on Canadian unions, as suggested by the member for Welland South, it is a very ticklish subject. Personally, I would

think we should leave it to the unions themselves. I think they can solve their problems by themselves pretty well. I think it would be quite difficult to agree on this, just as at present it is not easy to agree on a policy of takeovers by US industries in Canada.

Mr. F. Young (Yorkview): That will come with the Canadianization of industry, automatically.

Hon. Mr. Guindon: It is a comparison and it is not an easy area, although I personally think it would be very desirable and we should work along those lines but—

Mr. Haggerty: That's some encouragement.

Hon. Mr. Guindon: Yes, but as Mr. Young says, once we get Canadianization of industries, it might be much easier.

The area of plant shutdowns and relocation of plants is always a pain in the neck for our department. We are very concerned when we hear about notices. I know we don't always agree on the length of time that notices are given. We are moving in this area—or we hope to, during my tenure of office, and as soon as possible.

This is an area I am vitally interested in. I think we can do more in terms of manpower adjustment if we are told in time so we could have staff work with both management and, of course, the federal government which has the prime responsibility for manpower in Canada. We certainly would like to do our share in Ontario and work closely with them, with their consultative services, and try to avoid as many shutdowns as possible and, if a plant has to shut down, to help the employees in every way, shape and form.

I think you mentioned, Mr. Bounsall, that perhaps in the case of a shutdown the government should step in sometimes and operate the plants?

Mr. Bounsall: After a feasibility study shows it is economically viable or at least part of it is economically viable and they still persist in fleeing the country, this is what I would call the runaway plants.

Hon. Mr. Guindon: Yes. That would be a very serious government decision to take because in a way you will be competing with other plants probably in the same line, manufacturing the same products. Then you have a government investment there, a vested interest.

Mr. Bounsall: The funny thing is, I think, that in most cases that is not the situation. I don't think in many cases you would really find yourself competing with another Canadian firm or another firm operating in Ontario producing that product. If you look at the runaway firms, what you would be competing with would be a similar product, imported. I think that is what you might find in most cases.

Hon. Mr. Guindon: Well, it is quite possible. But then you referred also to the embargo on the importation of products, and you said it quite well, that it is not strictly a responsibility of the Ontario government; this of course comes under federal jurisdiction. But perhaps prodding a little bit won't hurt from this end. I know it is a complicated area, because we have the exchange of products between countries, but this is something that perhaps could be looked into a little more closely.

You also mentioned the length of notices of termination. I personally approached one of our large industries in Ontario at one point and told them I wanted them to give longer notices of layoffs. And they told me they just can't give us this much notice because of quick changes in the market conditions—at least that was their reason for it.

We are still investigating to see in fact if this is what happens. I would imagine it does happen on occasion where the market drops and they find themselves overstocked and they have no other choice but to give layoff notices.

As for the reduction of the work week to 40 hours, there is always a movement along those lines. We read an awful lot about it, but again we are not all of the same opinion. I think the hon. member for Welland South said this would give more work to moonlighters instead of providing more jobs; that is a matter of opinion, I suppose. But insofar as the overtime permits are concerned, these matters of course are negotiated by unions as well. The overtime permits that the department gives form part of collective agreements in many areas.

Mr. Bounsall: Do you mean this is in the actual signed contract as a result of the union requesting that the company be allowed overtime permits on behalf of its employees?

Hon. Mr. Guindon: Well, the employees were in the unions when they accepted it; and they had it in the collective agreement.

Mr. R. Johnston (Deputy Minister): I think what we are talking about here is the relationship to the desire or otherwise of the unions and the employees, who do not always hold the same viewpoint, as to whether working overtime should be completely voluntary or compulsory.

There are certainly many unions that as a matter of policy would like to have more restrictions on the employer fiddling overtime, that find their members who want the overtime work won't support them in making it more restrictive.

The latest case in point, I suppose, was the one-day strike we had last Monday which arose, at least according to the press, out of a desire of some of the people concerned that the so-called work of a higher grade in this sewage or water plant should be done on an overtime basis and not by an employee being upgraded.

In fact, I think one of the persons concerned was quoted as saying one of their objections to having it done by the employee being upgraded was that it was going to save the city \$45 as against doing it on an overtime basis. So unfortunately there are very many conflicting views on the whole subject, even on the employees' side of the table. This makes it difficult for us to arrive at a position that we think would have reasonable support all around.

Mr. Bounsall: Well, I suspect if you asked the employees at Ford at Oakville, you might get a slightly different answer. They have been asked to work a vast amount of overtime and are getting pretty tired of it, month after month after month. It looks as if a quite viable third or additional shift could be added down there.

Mr. Johnston: It may come to that. There is a difficulty, of course, in assembly line situations.

Mr. Haggerty: But usually the contract says 40 hours—

Mr. Johnston: You have to have a certain level of additional work.

Mr. Haggerty: —a week and they don't have to work beyond that. It may be under government regulation.

Mr. Bounsall: Not with 48 hours still on the books of Ontario.

Mr. Haggerty: No, in a binding contract that's what they usually go by.

Mr. Bounsall: He can be asked to work up to 48 hours. The overtime might start at 40, but he could be required to work up to the 48. That was my point.

Mr. Johnston: I don't think so—Mr. Hess could correct me if I'm wrong. There's nothing in our legislation that makes it an offence to refuse to work overtime.

Hon. Mr. Guindon: It's optional, I think.

Mr. Haggerty: Does the contract have precedence over your legislation of 48 hours a week? That's the point that should be cleared. In some contracts, usually 40 hours a week is the average work week and beyond that that's overtime. And usually in a contract they say you don't have to work that. If they ask, you can refuse to work it.

Mr. Johnston: The only real significance of the 48 hours, from our point of view, is that it's only above 48 hours that you require a permit from our ministry. That's the real significance of it. It may have an influence on the collective bargaining situation—

Mr. Haggerty: But there are a great number in the industry or in that particular plant who will work the 60 hours a week.

Mr. Johnston: Who would, if they—

Mr. Haggerty: Well, if you give them the opportunity, they'll work.

Mr. Bounsall: To make it very clear on this point, Mr. Johnston, are you saying that with the 48-hour work week on the statutes of Ontario an employee, irrespective of how many hours his contract calls for and at what point in their own particular contract the overtime payment starts, that employee cannot be required to work the 48? If the contract calls for 36 or 32 or 40, and beyond that the overtime starts, he cannot be required to work the 48?

Mr. Johnston: Not as a matter of law, but the real answer to that flows from the employer/employee relationship in terms of what kind of in-plant arrangements they have about the working of overtime, which in some cases are the subject of collective bargaining and where the arrangement may vary all the way from being compulsory to being voluntary.

Mr. Ruston: The contract in some of the large factories in Windsor is that they can't force the employee to work over the eight hours in the one day. But the problem is that

the employees will accept maybe two hours overtime each day so they don't have to come in on Saturday, or something. But the companies can, under their contract, force them to work 48 hours. They have to pay them time-and-a-half over 40. They don't have to work more than eight hours in one day, but they do voluntarily, rather than come in on Saturday.

Mr. Johnston: There's no doubt you have a particular problem in the automotive industry, as you do in any assembly line situation, because—

Mr. Ruston: In rush orders for—

Mr. Johnston: —you've got to have a considerable amount of extra workload to justify rearranging work positions or retooling or whatever you would need to increase the production, or alternatively, you've got to have a significant amount of additional work to justify a third shift. As long as you're within the limit that would permit you to do one or other of those two things then you're in a situation where unless most of the employees work, nobody can work. Those are the kinds of pressures that force perhaps even some of the reluctant people to work because their mates on the assembly line may want to work.

Mr. Ruston: Another problem, of course, is the absenteeism role, which is very high in some plants, depending on the effect of employment and so forth. That, of course, causes them to increase the overtime considerably, because they don't have the staff. Yet in some factories that I'm familiar with they run 10 to 20 per cent absenteeism. Eighty per cent of the staff maybe work four days a week.

I think the saying was that there was one fellow whom the foreman always said was a good worker, and someone said: "How come you only come in four days a week?" And he said, "Well, I can't live on three days a week, so I come in on four." These are the things you run across.

Madam Chairman: Gentlemen, shall we get on with the vote?

On vote 1701:

Madam Chairman: Vote 1701, item 1, carried. Item 2, carried! Item 3?

Mr. Young: On item 3, Madam Chairman!

Madam Chairman: Yes, Mr. Young.

Mr. Young: Could I ask what research projects are now under way within the department.

Hon. Mr. Guindon: Research projects? We have one here, "The Impact of 1970 Changes in the Ontario Labour Relations Act." This one is in progress. Another project, "The Obstacles to Employee Organization" is to be initiated. It hasn't started yet, but we have it.

We are supposed to start this one, "The Effect of Bargaining Structures on Levels of Conflict and Results." This is to be initiated later. "The Employment Patterns in the Construction Industry" is in progress. "The Review of Collective Bargaining, 1972" is in progress.

Mr. Young: How extensive is that particular one, Mr. Minister?

Hon. Mr. Guindon: "The Review of Collective Bargaining"?

Mr. Young: Yes. We heard this afternoon, for example, from the member for Welland South about the problems of collective bargaining, and the problem of strikes, and so on. I think the emphasis was made, and it's a pretty healthy one, that we only have less than six per cent of the collective agreements that actually go to strikes. The more significant figure, I think, is that we have less than one per cent of the man-days lost through strikes, that is, the man-days of work, which makes it almost negligible really. But the strikes get the headlines.

In my mind is the fundamental question as to what causes the labour unrest we have and what is the relationship of the income of the people who are under collective agreements to the average income of the people in Ontario.

I made a statement in the House a month or so ago in my budget speech that the average income per family in Ontario is something in the nature of \$22,000 a year, that is, per family in the Province of Ontario. We have a gross national product of about \$100 billion this year, or very close to that. Dividing the number of families in Ontario into the Ontario portion of that, which is about 40 per cent, we get something over \$22,000 per year, figuring on the gross national product, which is the figure we generally use.

Yet we find a situation in Dunnville, that the member mentioned, where \$65 a week is the pay that is being paid there. If the

machinery is moved to the United States, there is no question it will cost that company at least twice that much in wages to get the work done, unless they have a real sweat shop over there.

My question is, in this whole field of collective bargaining, is the research project looking at this relationship of wealth production and average wage that is being paid in Ontario and how these things can be brought better into balance? We had the strike in Toronto, which was mentioned here, in which you intervened, and our congratulations to you for that. But here you had an average income which is a good deal less than half of the average income in Ontario, for which these people were asked to go back to work. How far do we go in these projects in actually looking at these causes of industrial disputes?

As I mentioned in the House, these people read. They understand these figures. They know the kind of wealth we are producing in this country. They are asking how is this wealth divided and should they work for \$60 a week or \$75 a week or \$100 a week or \$125, when the average is so much higher than that in the productive field. I don't know whether this whole thing is being looked at by your research department or not.

Hon. Mr. Guindon: Perhaps I could ask one of our department to explain then. They really could tell you more than I possibly can at this time.

Mr. Johnston: Unfortunately, Mr. Kinley who is the director of the research branch is away today, and we were summoned here on fairly short notice.

Mr. Young: We all were.

Mr. Johnston: Yes. That's right. I don't want to comment particularly on the Lanark situation that has been mentioned a couple of times, because the parties are meeting tomorrow. We are still hopeful that we can be helpful in bringing about a settlement there. It is a fairly unique situation in this case—I won't say unique—as it is one of the few cases where there was a wholehearted recommendation on the part of the bargaining committee to its members for ratification and it was turned down by a substantial margin. So, it's going to take some working at, to say the least.

There was a general question you asked about what work are we doing in the area of trying to relate wage levels to the economy

generally; and specifically to the ability of industry to continue to operate at various wage levels. We do quite a bit of work in this area; but it tends to be around a minimum wage more than anything else.

We're now in the middle of quite an extensive survey, as was mentioned by the minister. It will be finished within the next, I think, month or two, and will be the basis of our staff recommendation on what should or shouldn't be done about the minimum wage.

In the area of specific situations that arise; where we hear of industries cutting back, or moving away and laying off people—and we hear about it particularly in the context of our new legislation on layoffs and terminations.

We think there's a great deal more we can do in that area. We have a submission that we think is going to be approved. It will establish a section within our ministry that would specifically try to assist management and labour with the whole question that arises from the general problem of coping with change; whether it's technological, economic, social or whatever; and underlies the adjustments that people have to make when you have plant shutdowns.

We think we can be very helpful in this area. There are so-called small sciences developing—like organizational development—that are meant to assist organizations in coping with these problems. We have people in our ministry who do have some considerable knowledge that could be helpful as well.

So we are hoping that we can become more involved, initially in a small way, in providing some of the expertise to the companies who might not otherwise have it in coping with change; frankly, both before and after it comes in the form of layoffs and terminations.

Mr. Young: Well, I think one of the problems was highlighted in the House last night by the hon. member for Sarnia, when he spoke of what he called the unconscionable profits that are now being made by banks, trust companies, the financial institutions. So much, perhaps, of the wealth is being drained off into these financial pools. And these charges are really ultimately levied on industry; on the productive capacity of the nation.

Then there is the whole business of increasing values in stocks, and so on; capital gain and how that, of course, cuts down on the capacity of business to pay wages. All this is part and parcel of the total picture. An industry may open its books to show that it

has just so much after it has paid these tributes to the financial institutions, the very large management fees across the border, patent fees, and all sorts of things that flow out of that business into other pools. There is only so much left to meet the ongoing needs; part of which is wages.

I think all these things, perhaps, ought to be looked at through your research department so that we could understand something of the total picture. As a matter of fact, the Treasurer tells us in his regular monthly reports where we are producing this great wealth. Surely, more of that could very well flow to wages, and thereby cut down the incidence of industrial disputes. You see, that was my point.

Mr. J. McNie (Hamilton West): Madam Chairman, may I just make one comment? I am very heartened to have you speak to this particular subject the way you have. I think that for too long, both governments and the trade union movement have underestimated the unique contribution that secondary industry makes to the prosperity of our country and to employment. The service industries today are engaging a large number of people; but important as they are, they are not creating the real wealth, or the jobs in large proportion. I think that as someone said out in Banff the other day—I think it was the president of a steel company—the time's come when we've got to recognize that if we're going to be competitive with the other countries in the western world, and other countries not in the western world, we're going to have to recognize that not only are the service industries important, but also the industries that make the service industries possible.

I included the government in that, too, because sometimes I think the government hasn't been as understanding as it might have, both at a federal level and at a provincial level. There are other provinces that are recognizing this today; and some of it is at our expense, I think.

Madam Chairman: Mr. Haggerty.

Mr. Haggerty: Yes. What funds are available for research with respect to full employment in Ontario? Is there anything in here at all on that?

Hon. Mr. Guindon: On full employment?

Mr. Haggerty: Yes.

Hon. Mr. Guindon: What you're asking is, if we have a study going on now?

Mr. Haggerty: If you have a study now, in respect to creating full employment in Ontario?

Hon. Mr. Guindon: We have a number—

Mr. Haggerty: Is it not a government objective to do it?

Hon. Mr. Guindon: I'm just looking over—we have a number of studies ongoing.

Mr. Johnston: I am not sure if I quite understand the question? Maybe you could just amplify it a little bit.

Mr. Haggerty: Have you made a study? Has the Ministry of Labour made a study in Ontario in respect of creating full employment? Why is there so much unemployment in such a wealthy society, in a sense, as in the Province of Ontario? Why do we have the number of those persons unemployed? Why can't we find jobs for our youngsters when they come out of high schools or colleges?

Hon. Mr. Guindon: That is not, of course, exclusive to Ontario. That is all over Canada.

Mr. Haggerty: There seems to be no money set aside for such a study and this is what people are looking for in the Province of Ontario—it is job security. If they have no sign that there is going to be job security for them, say, in the next two or three years, there is not much hope for this province, is there?

Mr. Johnston: Let's say that we have been attacking parts of that question. The question you raised is about as broad a question as one could ask on the whole subject. Certainly, it's true that much of the responsibility in this matter rests with the federal government but—

Mr. Haggerty: All levels of government must take responsibility in this.

Mr. Johnston: —the kind of thing we have been trying to do that we hope makes a contribution to this sort of thing is analysing employment trends in specific occupations. We did rather more of this and we had some in place this year when the industrial training branch was still part of our ministry. As you know, it's moved to another ministry.

The thrust of much of our work has been to identify employment trends and to find out whether we are producing the skills to match those trends. Certainly, we are finding in some cases that we are producing skills for a demand which won't be there when

they are acquired. This is the kind of thrust of our research activity in the area, trying to determine the occupational needs for the future.

Mr. Haggerty: But you haven't really got into a complete study on it?

Mr. Johnston: Not on—

Mr. Haggerty: No.

Mr. Johnston: Not on the very broad level that you have suggested.

Mr. Haggerty: Have you made any studies at all on industrial conversion to the metric system in Ontario?

Mr. Johnston: Other ministries have. We're only marginally involved.

Mr. Haggerty: Why wouldn't the Ministry of Labour be in this? This is where the labour force is going to come from, through the Ministry of Labour. I feel that this department is not living up to its policies, perhaps, in not dealing with this particular project.

Mr. Johnston: The reason for the latter situation you mentioned is that the whole business of metric conversion is being tackled by the Ontario government on an interdepartmental task force basis chaired by someone from the Ministry of Industry and Tourism. We have been involved in that as an interested ministry, certainly, but the main thrust of it has come from the Ministry of Industry and Tourism which is dealing directly with manufacturers and others to see what conversion to the metric system will mean to them. We're also attempting to identify what it will mean within the government as well. We have been a participant in that but certainly the leadership in that particular study hasn't been with us; it has been with another ministry.

Mr. Haggerty: You've never made any study at all of this matter of the metric system in the Province of Ontario? There is going to be a time and place when we are going to need a large amount of money to buy the equipment to convert to it. What I'm trying to suggest to the minister is that, perhaps through the Ministry of Labour, there should now be an educational programme provided for all those in industry.

We should be taking another deeper look; with all the vacant plants in the Province of Ontario, should we not be tooling up now for that conversion job which—

Hon. Mr. Guindon: Of course, this matter—

Mr. Haggerty: —would create new employment.

Hon. Mr. Guindon: Of course, this matter has come up only in the last two or three weeks, I understand, since the Minister of Industry and Tourism made his statement in the House. As Mr. Johnston said, we are working and co-operating very closely with the minister but this study has to be done within his department.

Mr. Haggerty: In the United States, their goal is 1980. It is only about eight years away and not too far distant. We don't seem to be moving in that direction. If you had made some study, or attempted to make a study I'm sure you'd find that there could be jobs created through this conversion to the metric system in Ontario and in Canada. We could create a great number of jobs by getting involved now.

Hon. Mr. Guindon: Well, we are getting involved now but, as I say, we have been working with the Ministry of Industry and Tourism. It's something fairly recent, as you know.

Mr. Haggerty: I wouldn't say it was fairly recent, Mr. Minister, because the federal government has been discussing this for the last 10 or 12 years, and many countries have made the change to the metric system. I think about 95 per cent of all the trading nations in the world already have it, and we on the North American continent are perhaps the only ones who are not involved in the metric system yet. But I think there is a great possibility of job opportunities here if this government moves now and prepares itself for metric conversion.

Hon. Mr. Guindon: Of course, we act faster in Ontario once we start.

Mr. Haggerty: I am a little hard of hearing. Would you mind repeating that?

Madam Chairman: Mr. Drea, you had a question?

Mr. F. Drea (Scarborough Centre): Mr. Minister, in your research is there any attention being given to the future of the conciliation process, which is the cornerstone of Ontario labour law, in the light of the developments of the multinational agreements in certain industries.

For all practical purposes, our conciliation process plays an extremely negligible part in

any automobile contract negotiations involving the big three. There are tendencies in other industries, because of our branch plant economy, for contracts to be negotiated in the United States, which puts our conciliation process in somewhat of a quandary for the future.

Is it going to be only for small firms or for firms that do not choose to bargain on a multinational basis? Is it to be left just to Canadian-owned or other foreign-owned firms or what have you?

Hon. Mr. Guindon: I have a list here, and while I won't mention them all, we have one in progress that deals with the impact of 1970 changes in the Ontario Labour Relations Act. We have another one to be initiated this year regarding the obstacles to employee organizations. Another study on the effect of bargaining structures on levels of conflict and results; this has not started yet, but it will be initiated soon. Another one will examine employment patterns in the construction industry.

Mr. Drea: What I was thinking of particularly, though, Mr. Minister, is that the programmes you have are very good and they are meeting priorities—obviously bargaining in the construction industry is a priority in this province—but what I was interested in is whether or not our research people are beginning to focus in on what appears to be an erosion of our conciliation procedures, which are indeed the cornerstone of the industrial relations process in Ontario as compared to other jurisdictions.

Most of them have copied ours in this country, but certainly they are entirely foreign to labour relations in the United States, and the problem now—and it has been developing for a long time—is that there is a tendency to demand equal pay for both the American side of the industry and the Canadian side, as is the case already in the automobile industry, because the same people own the plants. This raises questions as to the future of our conciliation procedure, because we play an extremely negligible role. If I were to be unkind I could say that both the union and General Motors, at least, told not only your jurisdiction but the Prime Minister of the country that they shouldn't get involved in things that were beyond them. I think that is a direct quote from General Motors of Canada.

I just wonder if there is any attention being given in your long-range research as to what is going to be the impact. Are we

going to have two forms of bargaining in this province, one where we have to accept the American standard of bargaining—and I am not talking about the wages; I am talking about the procedures—because we happen to be the 10 per cent of the multinational corporation, and another one for Canadian firms, or indeed operations that are publicly owned, such as the municipalities, various Crown corporations, and so forth?

Hon. Mr. Guindon: I don't know of any specific study or research being done at this present time on this particular matter, but it is certainly a question that can be arranged and I feel that we could look into.

Mr. Johnston: Perhaps I could make a comment and maybe Mr. Dickie would like to speak to this. This is a subject that is as much a straight practical matter as it is a research matter.

Mr. Drea: Ah, but it is a little more than that.

Mr. Johnston: We don't think it is all quite as black as it is made out. It is true that, if you want to look at the four automobile manufacturers, our role there has been pretty ineffective in the last few rounds.

On the other hand, in other industries and in other parts of industries related to the automobile industry, we have seen a growing interest in and acceptance of our service at least in the last couple of years. Maybe, Mr. Dickie would like to add something to that?

Mr. W. Dickie (Assistant Deputy Minister): I certainly would.

Madam Chairman: Perhaps, Mr. Dickie, you would come up to the microphone?

Hon. Mr. Guindon: Those from the ministry who could be involved with this vote, if you would come forward here, in case you are required.

Mr. Johnston: Most people who are here are for the later votes.

Mr. Drea: Actually, in deference to Mr. Dickie, Madam Chairman, I should point out that Mr. Dickie's votes are later too, except this happens to be something else that he wasn't expecting.

Madam Chairman: Mr. Dickie.

Mr. Dickie: Madam Chairman, Mr. Drea was speaking about the auto industry. Really

nothing very much has changed in the type of bargaining that has been in existence there for some number of years, other than one or two special situations that I would think of, like Continental Can, which has small plants here. We don't see any real extension of that type of bargaining we certainly don't.

In the implement industry, principally with Massey-Ferguson, it is true there has been great talk about parity, and so on, but that was UAW and the contract had some differences recognizing the Canadian content. We don't really see any extension of that. The auto industry has been like that for many years and for a long, long time. We certainly have a good look at what is going on in the province.

Mr. Drea: You see, my concern is not so much with parity as such, that is a negotiable item. My concern is over the long haul, and I must say I am reassured by you. My concern, and I would think the concern of the residents of this province, would be that here we have a set of laws.

Mr. Dickie: That is right.

Mr. Drea: Because of the growth of the multinational company, the American company—let's be right about it—is now the largest single manufacturing industry in Ontario, the automobile industry, our law is practically—I shouldn't say "our law" as our law is still obeyed—our procedures have been totally eroded by American procedures. At contract time, I think it is a fair statement that the contract is negotiated in the United States and the strike is called in the United States, according to American labour law, which doesn't have the mandatory conciliation process at all. It is quite true that there may be some lip service paid to it here by trying to get into your conciliation officer a little bit ahead of time.

What I am talking about is our procedures, which by and large I think have worked very well for Canada and for Ontario, but have because of certain economic developments been eroded in one industry, in the can industry, it's quite true but mind you that's smaller. But my concern is—what I was looking for wasn't so much the issue of parity—was whether there was research into what was the future of the conciliation process in this province faced with that kind of inroad. And I must say that you have reassured me; you have said that it doesn't appear to be anything beyond the automobile, or the implement, or the can industries.

Mr. Dickie: It might be in the aircraft industry—the company there, because of the association of McDonnell-Lockheed. But we don't, as I say, see any extension.

But answering your question about conciliation itself, we see that the record is standing up reasonably well. We see an acceptability, for example, by one of the unions which isn't all that partial to conciliation services; we see that changing.

We see that with more effective service there's greater acceptance of the service and that with the calibre of staff we have we think we are doing a more effective job, and especially when we have developed the voluntary mediation aspect.

I recall that we used to have boards of conciliation and several years ago we discontinued a number of boards. We still have the provision; it might become useful again. But we have voluntary mediation and it's very gratifying to see the use that's being made of the mediation service as well.

So the combination of both is working reasonably well and I think that the long term—and now I am talking about non-construction. Generally—

Mr. Drea: You are talking about—

Mr. Dickie: —if you get into the construction field then you have to talk in a different way and take a different approach.

Mr. Drea: Not today. Not today.

Madam Chairman: Thank you, Mr. Dickie. Mr. Newman, you had a question.

Mr. B. Newman (Windsor-Walkerville): Madam Chairman, I wanted to ask Mr. Dickie if the department has gone into any research—I assume he is head of the department we are involved with here, is he?

Mr. Johnston: No, Mr. Dickie is the assistance deputy minister, industrial relations.

Mr. B. Newman: Okay. Then I'll ask the minister if any research has been undertaken in the department on early retirement and its effect on the economy. We have noticed that members of police forces in some jurisdictions can retire at 60 on full pension. Just recently we passed legislation allowing school teachers to retire at 55 with 35 years' service. And the trend seems to be to request of early retirement. What effect would such early retirement, were it made general, have on job opportunities?

Hon. Mr. Guindon: I do not know of any study or research going on at this particular time on early retirement. Do you know of any?

Mr. Johnston: No, I don't think so.

Mr. B. Newman: As it is today, retirement is voluntary, it isn't compulsory. But were government or industry to take the stand that once the individual has reached the magic age of 60 or 55 he be required to leave—not that I am advocating either of those two ages—it must have some marked effect on opportunities, especially for those that are graduating from our secondary schools and even our universities, as far as job opportunities are concerned.

Hon. Mr. Guindon: It has an effect also on the man who retires at 60 with children going to university, and perhaps a mortgage on his home. That is a broad area which would be very worthwhile to study or review.

Mr. B. Newman: I notice one of the suggestions made by a John L. Pickett, president of the Edmonton Council of Railroad Unions, was that there be a subsidy of \$100 a month to the individual were he is retire earlier, and in that way make a job opportunity available to some younger individual, whereas if you kept that younger individual on welfare it would cost you more than \$100.

In this way you would be accommodating the older person who hesitates to retire at an early age, because of some of the reasons that you mentioned, Mr. Minister—mortgages, indebtedness and maybe a fairly large-size family that still needs a substantial wage earner.

Could I then ask the minister if his department would consider research into the effects of early retirement and job opportunities; as well as the side effects that early retirement may have on the individual and his family.

Hon. Mr. Guindon: I would be quite interested myself to know the effects of early retirement. As I understand what you quoted a moment ago, the \$100 would be an incentive for people to retire, let's say at 60 instead of 65. But it is optional; it is not compulsory.

Mr. Drea: That might affect ourselves, Mr. Minister.

Mr. B. Newman: That would sort of be an early old age security payment. But it would have to be paid by government. I doubt that industry would want to do it.

Hon. Mr. Guindon: There may be a study made on the federal level. Perhaps we can get in touch with our counterpart in Ottawa and find out. There must have been some studies made on this.

Mr. Haggerty: If there isn't, just jump into it and get one.

Mr. Johnston: It is worth mentioning. I think though, whatever we do in respect of the kind of study you're mentioning; and I think we would like to do it. There are a lot of things we would like to do if we had the time and the people and the money.

But there is no doubt that the pressure is still there to reduce the retirement age. We see many agreements being signed and demands being made to either reduce the compulsory retirement age in industry, or alternatively to make it easier for people to leave early on a voluntary basis. We are seeing more and more of the formulas where you add service and age and then you get a full pension at an earlier age than you would have.

The trend is still very much there, whether we research it or not. But I think you have a point that with the trend being there we perhaps should try to know more about the economic and maybe social effects of it.

Mr. B. Newman: I noticed when the Chrysler union was having its differences with management that some of the signs that were carried were "30 and out." Now that would be the equivalent in some instances of retiring at the age of 50.

Mr. Johnston: Forty-six.

Mr. B. Newman: Well I doubt 46 in one of the auto industries. It may be in something else. But I can understand the tremendous impact that it may have. Not that I don't think that maybe after 30 years in an auto industry a man has "had it." At least, in some of the auto industries. And I doubt that the man could carry on in any way, shape or form the way he did in his first 30 years.

Mr. Bounsall: There are no lungs left for men in the paint shop after 30 years.

Mr. B. Newman: Not only in the paint shop. There are other areas in the auto industry where the man certainly gets burnt out after 30 years, and has to be transferred from one division into some other area in the plant because of the adverse health effects produced in the area where he worked originally.

May I ask of the minister then, Madam Chairman, if studies are under way on a shorter work week; and a substantially shorter work week? I noticed a comment in the Detroit Free Press not too long ago where Jimmy Hoffa says that in the not too distant future the work week will be 20 hours a week. Now if you know Jimmy Hoffa he sort of gets what he wants, almost. He even got out of jail, which he wanted to do, so he must be a seer or something to be able to—

Mr. Haggerty: He's Nixon's right arm.

Mr. B. Newman: Right and left.

Mr. Drea: Oh, oh, oh, I thought you said your leader's right arm.

Mr. B. Newman: I'd like to bring this to the minister's attention. The Detroit Free Press carries a question daily which you can reply to by telephoning in. The question was: "Former Teamster president James Hoffa predicted a 20-hour work week in 20 years. Do you think he's right?" and the consensus was yes, he is right. The majority of the public think that within 20 years the work week will not be longer than 20 hour a week. Think of the impact that that could have. We often say that we can't afford it, but I can recall when Ford Motor Co. said \$5 a day and everyone said that industry could never afford to pay \$5 a day. Show me an industry that pays \$5 a day today. You have to pay \$5 an hour if you include fringe benefits in most of the industries or they wouldn't have anyone to work in the industry. Could I have a reply at all on that?

Hon. Mr. Guindon: Yes, we have an ongoing study here for—

Mr. B. Newman: But yours is 35 hours a week, if I'm not mistaken.

Hon. Mr. Guindon: Well I am certainly not talking about 20 now.

Mr. Bounsall: What is your projection to 20 years' time though?

Hon. Mr. Guindon: On a compressed work week, we have an ongoing study there, and I also think we've made arrangements for Mr. Kinley, director of our research branch, to attend a convention in the fall—I think it is September or October—on this very point of a shorter week.

Mr. B. Newman: Is your study on the minimum wage and the effects of the minimum wage, the 1968 study, an ongoing study? You keep in touch with that? Yes?

Then if it is an ongoing study why do you keep the minimum wage so low?

Hon. Mr. Guindon: Well we have to get a report. I am expecting a report, I was told by my staff, by this fall, maybe in a couple of months' time. It is an ongoing study. They take a reading and see what the market can afford, I would think.

Mr. B. Newman: Well you would also think, Mr. Minister, that the least you could do, without going into what your studies do indicate, is that the cost of living increase should be given on an annual basis and any additional hourly rate be added if it is warranted by the studies. But why should you hold the individual back until the time your study is completed before you raise the minimum wage?

I would think that your studies should always be fairly well advanced so that you could tell now what we should be paying as a minimum, especially if you have all these negotiated agreements with various industries, that the minimum wage as of say, for the want of a date, July 1, should be such and such amount, and as of the first of the new year that it should be at least the cost of living increase plus whatever your department statisticians figure it should amount to.

Hon. Mr. Guindon: As you know, the minimum wage has been increased from time to time. Now your suggestion is to add the cost of living, let's say from year to year or every six months—

Mr. B. Newman: It has to be automatic in the minimum wage plus anything extra that happens to be negotiated by the various industries or the consensus of the industries or the average of the industries. A man today, Mr. Minister, cannot live on \$1.65 an hour, no matter how you try to figure it out. I have had them come to my home crying and asking "What can I do?" So what do you do? Refer them to the Ministry of Community and Social Services for additional assistance?

Hon. Mr. Guindon: As you can imagine, I hear the same thing when I go home on the weekends, particularly in my area. We have to realize also that some businesses and services, as I have mentioned before—restaurants and service station operators—many of them can't afford to pay more. That doesn't mean that they shouldn't. I know if I were the employee I would certainly like to get more than \$1.65. Again, you have

other businesses which are viable or they make a profit and they pay more than this. This is strictly a minimum we are talking about.

Mr. B. Newman: I can understand that, Mr. Minister, but this is an individual's sole source of livelihood, this one job. It isn't a moonlight job at which he is getting \$1.65 an hour extra. How does the man on \$1.65 an hour get by? You will say certain industries can't pay. When you look at waiters in the beverage and in the hospitality industry getting paid a \$1.65 an hour—and that is the only job the individual has—you can't tell me a fellow who operates a tavern can only afford to pay \$1.65 an hour! Heavens! It's six months in the tavern, three months in South America, two months in Hawaii, one month in Barbados for the tavern operator—for a lot of them; I know a lot of them. They are away from their jobs—

Hon. Mr. Guindon: It all depends on where your tavern is located. I know some of them who can hardly pay taxes. By and large, I agree that some of them can very well afford to pay more, perhaps, but one thing we didn't mention here was that there are a number of employees who get substantial tips in the tourist industry, for instance, or in the beer parlour industry.

Mr. B. Newman: That was good, Mr. Minister, but remember when the price of beer went up just recently? There were no tips on the tables or on the trays any longer. They were cursing you people in government for that increase in the cost of beer. As a result, the fellow who likes to cool off a bit with a Labatts Blue or what is the other name—

Interjections by hon. members.

Hon. Mr. Guindon: That is when I quit, when the price went up.

Madam Chairman: Mr. Haggerty—

Mr. B. Newman: Mr. Minister, you know we can joke about it but not the individual who gets \$1.65 an hour especially if he lives in a highly industrialized town where the man working at Ford, Chrysler or General Motors is making \$5 an hour. He has to work as a waiter, or she as a waitress, at \$1.65 an hour. I can't see why the minimum wage shouldn't be the same in that type of a town, maybe. Maybe there should be some differences when you get an overall average for a given community.

I don't say that that is the solution because I am not knowledgeable enough to conclude that. There has to be some accommodation and I would think that your studies should keep you well in the forefront as to what the minimum wage should be at any given period of time.

I would like to ask the minister these last questions, Madam Chairman, concerning industry. When industry leaves a community there are all kinds of reasons that seem to run rampant in the community. Auto Specialties in the city of Windsor folded up; Dominion Forge and Stamping curtailed operations; Duplate Glass transferred its operations in the Windsor area to the Hawkesbury plant. Does the government analyse and come out with some statement as to the real reasons why an industry pulls out of a given community or folds up in a given community so that the public in that community could know once and for all the reason for the shutdown, the reduction in work force or the transfer of the work force from the given community to a new community?

Hon. Mr. Guindon: You are putting your finger on an area in which we are vitally interested and concerned; I have mentioned it on other occasions. This is where our manpower adjustment services could certainly be of great assistance, and that's one area I would like to work in very shortly.

I have been through this in my own experience in the city of Cornwall. I suppose you are aware of a certain company by the name of Courtaulds (Canada) Limited, which closed down all of a sudden—well, within a year and a half—and about a thousand jobs were lost because the textile industry was unable to compete with imported products from other countries. Therefore, we know the impact on a community of 50,000 people when such a catastrophe occurs.

Perhaps in the past our department could not do as much as we would like to do in the future. We do some now, and while we don't have enough staff or funds, I propose to work in this area. As it is now, we work closely with the manpower services of the federal government; we give them every co-operation. We meet with management and labour when these shutdowns happen or termination of employment occur, but we think we could do more. That's all I can tell you for now.

Mr. B. Newman: Well, I know, Mr. Minister that the department does work closely

with manpower with regard to attempting to place the employees who may be laid off, discharged or transferred. I also know that there are some employees who are, you might say, over the hill; they are in an age category where they are not going to get employment.

Very few employers are going to hire a man who is over 55 years of age. They say the amount of service they can get out of him is minimal, and as a result these people probably need extra assistance from the Department of Labour.

But let's get back to the original question that I proposed to you, Mr. Minister, about the real reason for a plant closing down or transferring or reducing its work force. This has to be known in the community, because all kinds of rumours are thrown around and everyone is almost being crucified purely as a result of rumour.

I think the department has a responsibility to inform the public in the community about the reasons for the various three different things that a plant could do; that is, close down, reduce manpower and transfer operations.

There is one other point that I would like to bring to the minister's attention, and that is some studies into the pension plans of various industries so that the Department of Labour could protect the investment made by the individual over his years of service to the industry.

For example, when Auto Specialties closed down, the employees there who had retired were guaranteed a monthly pension of \$5.50 for each year of service. After the plant folded up, the employees received the \$5.50 for each year of service up until March of this year, I believe.

Then, all of a sudden, they were cut down to \$2.50 a year for each year of service. Thus, a man who had been getting a pension of \$160 a month found himself down to \$53; he had no protection whatsoever. Should not at least his pension benefits have been protected by the Department of Labour?

Hon. Mr. Guindon: Well, we are doing this now through our Employment Standards Act. You will recall, no doubt, the case of the Telegram where the chairman of the inquiry was appointed by the ministry to see if the employees were getting all their benefits from the company. I can't go into detail, because it's still subjudice. I think you would be interested to know last year we collected over \$2 million in salaries alone, due to em-

ployees who were not getting their full benefits. So, we're doing—

Mr. B. Newman: Yes, Mr. Minister, what of the pension scheme that had been provided to the individual, especially the man who was retired?

He's retired from the plant; he's worked his 30 or 35 years; he's at the age at which they expect the individual to retire. He's collecting, as I've said, \$160 a month pension; now, all of a sudden he's down to \$53 or \$55. How has the department protected him there? You haven't, because you haven't checked to find out if the pension funds were properly funded.

Mr. Drea: The pension commission is.

Mr. B. Newman: I beg your pardon?

Mr. Drea: The pension commission is.

Mr. B. Newman: In Ontario?

Mr. Drea: Yes.

Mr. B. Newman: Not at all!

Mr. Drea: Sure it is, that's why it was set up.

Mr. B. Newman: They did not protect the workers at Auto Specialties in Windsor. They didn't. I've got two cases right now; I brought one to the attention of someone—

Hon. Mr. Guindon: These may be specific cases. Perhaps if we had the names—have you contacted the pension commission?

Mr. B. Newman: Have I contacted the pensions commission? Yes, I've contacted the pensions commission. There was X amount of dollars put into the pension fund, and the pension was originally based on the idea the plant was going to continue in operation indefinitely. When the plant closed down there was only X amount of dollars in there.

They took the ages of the individuals who lost their jobs, plus those who had been on pension. They actuarially figured out that each individual could be allocated only \$2.50 per year of service. Now, when the man retired he was getting \$5.50, now, all of a sudden, it's down to \$2.50. I've had to ask the Department of Social and Family Services to turn around and provide this man with additional help.

With a drop to \$55 from \$160, I think your department has to look into this to see if the pension benefits of employees are being safeguarded. Could we have a reply, maybe

from one of your officials, Mr. Minister, that could clear the air a bit?

Hon. Mr. Guindon: The reply won't suit you! We do not have any input to pensions.

But just the same, as a ministry I think perhaps through our employment standards branch we could look into cases like this.

Mr. B. Newman: Right. Maybe I'm discussing this under the wrong vote, Madam Chairman, but I thought under the heading of research the department should look into seeing that this is covered, seeing that the worker is protected. But if it goes into another vote that's quite all right. Thank you, Madam Chairman.

Madam Chairman: Mr. Haggerty, did you have a question related to this?

Mr. Haggerty: I was going to get into the employment standards sections under the wages and that, but I think I'll wait to get into it in probably more detail later on in the vote.

Madam Chairman: Fine, Mr. Bounsall.

Mr. Bounsall: Yes, Madam Chairman. The feeling I have on the research vote is that probably the research facilities, or the research reports, or the research that's being done, is under-utilized. Even the research that's there is under-utilized, as far as supporting bargainners go, as an aid in the bargaining process.

For example, the research department probably has the data—or it should, perhaps, be getting the data as part of its research work—to provide the answers for a particular bargaining agent. So he may know if his demands are reasonable or unreasonable. This entire collection of what is going on, what is taking place in all of the industries, what the trends are, could be collated and produced by the research division to indicate, in this specific instance of bargaining, whether the demands are reasonable or unreasonable.

Also, as part of the research function, does the research department know—certainly it should be collecting it—or does the ministry know, with the research department charged with doing the collection of it, about the enforcement of the labour laws? For example, are there repeated offences against our labour legislation by various companies? Does the department know? Is the research division doing some sort of ongoing compilation of data in areas such as this. For

example, do they have a compilation, and if they have it should be made available, let's say, of unfair labour practices?

In this area you hear the argument that, if published, this might be discriminatory against the company. Yet if the company, for example, evades its taxes you could read about this in the newspapers. You could read about this in various places. So, if a company is involved, let's say, in unfair labour practices, why isn't a compilation of these companies made and made available, with the research area being able to follow up on it and to keep track of repeated offences of companies in this area? That's one thing.

So really what I am talking about is that, while I don't deny the moneys that go to the research area of your department, I'm just wondering how effective is the utilization of this money, particularly in the subjects being studied and particularly in the type of study being made in aid of both sides across the bargaining table. How are the results of any of the studies made available to management and unions? I know that you have information services, but if you need to rely primarily on the press or on simply sending the information to either large companies or to central offices of the unions for example, to pick one form of bargaining agent, I doubt if this information gets down to either the smaller companies involved in bargaining or down to the local union level of the large union, in which the bargaining takes place and in which a lot of the discussion starts initially with respect to what their demands might be whether they are unreasonable or otherwise, they don't know.

Hon. Mr. Guindon: All the data collected by our research branch is available, not only to trade unions, but to the general public as well. I don't know if you are aware, but we have a public library at 400 University Ave. where this is kept.

Mr. Bounsall: I gather you have, but it is very under-utilized. How do you get people in there?

Hon. Mr. Guindon: I understand that quite a number of people call on our library. We have letters or phone calls that they want to come up. It's quite readily available and I don't see how we could improve on this.

Mr. Bounsall: Is the library itself used as an information service? Is it a place where people call for information?

Hon. Mr. Guindon: Oh, yes. It's open to the public all day.

Mr. Bounsall: I don't mean by physically coming in. They can actually place telephone calls and receive information over the phone from the library?

Hon. Mr. Guindon: Oh, yes.

Mr. Bounsall: I know it is a very good library; probably if not the best, the second best in Canada. What I'm really saying is I'm concerned that the research money is directed into the proper research fields. Are studies made on enforcements of the law? Are there repeated offences? Are compilations available to the public of unfair labour practices? That's one area which I think the research should be turning out, and I gather it isn't.

Mr. Johnston: In answer to your questions, I think two things can be said. One is that, in a number of different areas where we administer Acts, we do try, as you know, to deal with some of these problems by way of conciliation, rather than by rushing into the Courts and prosecuting somebody. To the extent that we use that technique, we would have some doubts about how far we would go in publicizing the results of prosecutions for fear it would prejudice our conciliatory approach.

The second comment I would make is that there is a good deal of evidence in the employments standards area, for example, that there are not too many repeat offenders. If a person has taken the route, and I think it could be said of human rights, when we have to go so far as to prosecute them, it's pretty effective and the numbers of repeaters are fairly few.

Mr. Bounsall: You have that feeling now, that you can say in that area there are very few repeaters?

Mr. Johnston: Oh yes, a definite impression.

Mr. Bounsall: I have a couple of other questions vis-à-vis the actual publications, I assume mainly deriving from the research division. With regard to the one that is published on the impact of the 30-cent revision of Ontario's minimum wage on five industries, Part 1, I gather that was the increase in minimum wage from \$1 to \$1.30. Isn't that the correct one? This is not the latest one that went to \$1.65.

Mr. Johnston: I am sorry, I missed the first part of your question.

Mr. Bounsall: Well, the one that is already published came out in Sept. 1970. Part one is the effect on the impact of the 30-cent revision of the minimum wage. That referred to the minimum wage increase before the present one. That isn't the wage increase that occurred to the \$1.65 level.

Mr. Johnston: That's right. That's correct.

Mr. Bounsall: That's right. In other words, the one you mentioned; but certainly not the last one.

Mr. Johnston: Right!

Mr. Bounsall: Now, part two that is mentioned; that's upcoming this particular year. Is this is on the last one?

Mr. Johnston: Yes.

Mr. Bounsall: This is on the last one. Can we ask what five selected industries are being surveyed in this?

Mr. Johnston: I am afraid I don't know. We'd have to find that out for you.

Mr. Bounsall: Could you find that out?

Mr. Johnston: Yes.

Mr. Bounsall: I gather that there is also a study on experience with the three- and four-day work week about to be published. Do you know how long that study is? Because this relates to questions on the shorter hours and the shorter day and the shorter work week. And with respect to that, it would be interesting to know in which areas you are making your survey? Where have you found the three- and the four-day work week for experience data to publish?

Mr. Johnston: In terms of the kind of usual base for a survey, it's still pretty sketchy as far as the number of employers who have gone to a three- or four-day week. We are accumulating the information almost on an ad hoc basis. It's still on a pretty slow basis. But it is starting to accumulate to the point where it is going to be of some use to us. It is, of course, confined at the moment to a relatively small number of industries as well; petroleum being an example where some of it is happening.

Mr. Bounsall: The petroleum industry does have very substantial sections of it on a three- or a four-day week?

Mr. Johnston: Yes, not just in Ontario; they are on a three-day week in Winnipeg, I believe.

Mr. Bounsall: The survey also includes areas outside the Province of Ontario?

Mr. Johnston: Oh, yes!

Mr. Bounsall: You are surveying petroleum's four-day week generally then; you are not limited to Ontario?

Mr. Johnston: Yes.

Mr. Bounsall: Fine! I gather that the survey of termination of employment referred to is a survey on the plant shutdown area; not related to the age of employment that was referred to earlier? It is a survey on the plant shutdown?

Mr. Johnston: It is based on either terminations or layoffs that fell within the provisions of our present Employment Standards Act, or regulations. It is based on the ones where they have had to give notice. Just this week we have seen a preliminary report on it, which is really the second attempt to bring the information up to date. So we'll have something more detailed on that probably within the next few weeks.

Mr. Bounsall: And one further question in the research area. There is a slight increase in funds to be voted. Does this include an increased staff in the research department this year?

Mr. Johnston: I can think of one; it is certainly not a significant increase at all.

Hon. Mr. Guindon: From 621 to 648.

Mr. Bounsall: Pardon?

Hon. Mr. Guindon: From 621 to 648.

Mr. Bounsall: Oh yes. I think the question was answered. You have an increase of one in your staff. Did you lose any staff from the research area when the six different areas moved out of the department?

Mr. Johnston: Not yet, but the likelihood is that we will. The arrangement that we made with the two ministries to which we transferred operating branches, was that we would continue at least for this fiscal year to provide the research for those activities within our branch. But the expectation is that they'll want to have the capacity in their own ministries. When that time comes, perhaps as soon as the next fiscal year, then we would likely have to be prepared to transfer some complement. We have, for instance, at least a few people in our present research branch whose full time is devoted right now to research

activities supporting industrial training, for example, which has gone to colleges and universities. So we'll have to cope with that problem within the balance of the year.

I might say that's true of a number of our support activities. Systems and procedures, or our district offices and so forth, are carrying on as they were, so to speak, but they're supporting activities, for the moment, in other ministries besides their own.

Mr. Bounsall: And by next year's estimates, they'll be out, or transferred or some decision—

Mr. Johnston: We don't know for sure what'll happen but there will have to be some decision made as to whether we carry on the way we are, or whether they do it themselves or whether some compromise is to be made—whatever's thought to be most effective.

Madam Chairman: Thank you, Mr. Bounsall. Mr. Spence, you had a question?

Mr. J. P. Spence (Kent): Madam Chairman, I'd like to ask the minister—this is under research—do you know how many workers are brought into this province for the harvesting of crops?

Hon. Mr. Guindon: I wish I could tell you. I think perhaps the minister who brought most of them—under agriculture, you mean?

Mr. Spence: For canning factories, for harvesting—

Hon. Mr. Guindon: For help in harvesting crops.

Mr. Spence: —asparagus, tomatoes.

Hon. Mr. Guindon: I would have to find out from the Minister of Agriculture and Food (Mr. Stewart) I guess. I think they all come through his ministry.

Mr. B. Newman: Don't you have a work permit to allow any persons coming in say, from another country into here—a special permit, such as—

Hon. Mr. Guindon: Oh no.

Mr. B. Newman: You don't?

Hon. Mr. Guindon: None that I know of.

Mr. Drea: It is federal, Mr. Minister.

Mr. B. Newman: Yes, it's federal, but still I think the department should have some tab on those persons coming in.

Mr. Drea: It's hard to control.

Hon. Mr. Guindon: Well not through our ministry, that I know of. We have no activity—

Mr. Spence: You have no contact, Mr. Minister?

Mr. Johnston: Mr. Minister, it is done through Immigration and Manpower, the federal Agriculture—

Mr. B. Newman: Yes, they get a special permit to allow them to come in from the States to work here, but I mean, you'd think after all they would consult with their partners here.

Mr. Drea: And from Jamaica.

Mr. Spence: Yes, Jamaica. I just wondered if they came through your department—

Hon. Mr. Guindon: No, it doesn't—

Mr. Spence: —or in any way. No? It's unusual, when we have an unemployment situation in this province, that companies have to bring in workers from other countries to get the work completed.

Hon. Mr. Guindon: Yes, it looks kind of funny, but on the other hand you also have some workers who don't want to work.

Interjection by hon. member.

Hon. Mr. Guindon: Perhaps I shouldn't say "workers." We have unemployed people who don't want to work.

Mr. B. Newman: I'll have a few words to say on that!

Interjections by hon. members.

An hon. member: Don't open a can!

Mr. B. Newman: Mr. Minister, you don't know how many workers come in from other jurisdictions during the course of a year, do you, either into our own automotive industry, or into the agriculture industry?

Hon. Mr. Guindon: I wouldn't know off the top of my head.

Mr. B. Newman: You don't have statistics at all, eh?

Hon. Mr. Guindon: We have statistics of the labour force, of course, but this wouldn't tell me whether they come from outside.

Mr. B. Newman: In other words, living in a border town the way I do, I know there

are a lot of Americans who come in and work in our industry primarily on the executive level or managerial level. You have no statistics, no figures, no data as to the number of them employed in Ontario?

Hon. Mr. Guindon: No, to my knowledge. I don't think we have this information.

Mr. Haggerty: How many of those in from the States don't have work permits? I am talking about the draft dodgers.

Hon. Mr. Guindon: The draft dodgers? Perhaps we should ask the Department of National Defence.

Mr. Haggerty: Pardon?

Hon. Mr. Guindon: Perhaps we should ask the Department of National Defence to give us a guess as to—

Mr. Haggerty: We should have some information or some form to keep tabs on persons coming into Ontario. I know much of it comes under federal regulations. But when it involves working conditions in the Province of Ontario I think your department should have some knowledge of what's going on, too.

Hon. Mr. Guindon: I wish I could help you, I don't know the answer.

Mr. B. Newman: Shouldn't you know the numbers that are coming in? Shouldn't you ask Ottawa to provide you with numbers so that we might even encourage our youth to look upon some of these farm jobs as an opportunity for them to get involved? We have got all kinds of Summer 72 programmes from various departments in government. Maybe this is another field that could be looked at so that some of the youth who are interested—and I would think there would be quite a few who would still be interested—could go into it.

Hon. Mr. Guindon: I think that's where the problem is. It's not because they don't know there are jobs open on farms. They don't seem to be interested.

Mr. Haggerty: That's right. Fruit growers on the Niagara Peninsula have to go to the West Indies to get farm help.

Mr. Drea: You guys are going to get into trouble with your leader, I'm telling you. He was quite categorical two years ago. He said Canadians will not do those jobs—"I am not going to listen. I am issuing the agricultural permits—"

Mr. Haggerty: We only have one leader here and that's Bob Nixon.

Interjections by hon. members.

Mr. Paterson: He was right.

Mr. Drea: You can't have it both ways.

Mr. B. Newman: Madam Chairman, I have another question under research—

Mr. Spence: But if you can't get workers, you have got to do something.

Mr. Haggerty: You have to go where they are.

Mr. Spence: That's right.

Mr. Haggerty: Maybe handouts are a little too easy for some.

Madam Chairman: Mr. Newman, could we get back to the issue, please?

Mr. B. Newman: Yes, I wanted to ask the minister if the department has undertaken research on the effects of the US DISC legislation on employment in the Province of Ontario? It is only now having a substantial effect. Have you figures, statistics? Have you looked into any of that at all, Mr. Minister?

Hon. Mr. Guindon: I don't think we have anything, an ongoing study, or a study started from our ministry at the present time. I am pretty sure, but I will have to check for you, that the Treasury is doing something along those lines.

Mr. B. Newman: Don't you think it is part of your responsibility at all?

Hon. Mr. Guindon: I imagine we will have some input with the Ministry of Treasury, Economics and Intergovernmental Affairs.

Mr. B. Newman: Do you consult with that ministry?

Hon. Mr. Guindon: We sure do, this is why we have these policy fields committees.

Mr. B. Newman: Now be honest.

Madam Chairman: Is item 3 carried?

Carried.

Item 4.

Mr. Bounsall: Yes, Madam Chairman, one short question here on my part. There is certainly a decrease in the allotment in the estimates this year. Is this because part of

that amount estimated last year, and presumably spent, is being picked up by the other ministries in which some of the functions have been put? I certainly hope that's the case. I certainly hope that this doesn't represent a decrease in the activities or personnel associated with the safety council.

Mr. Johnston: There are two factors here. One is that there is certainly no decrease in the complement or in the number of members of the council or any reduction of that kind. However, this item has been under-spent, frankly, for a number of years.

Secondly, they have virtually completed a couple of fairly major studies for which money was provided. One was on back injuries and another study was on attitudes relating to accidents. They don't need the money again this year.

It doesn't represent a cutback other than reflecting that a couple of projects for which they had money are nearing completion, and that they were underspending their budget and there was no point in continuing to provide more than they apparently needed.

Mr. Bounsall: With respect to those projects which you mention have been completed, did they use funds outside their own group? Is that where the funds were expended?

Mr. Johnston: No, they used funds from previous budgets.

Mr. Bounsall: I don't mean that. I am not worried about the budgets. How did they spend the money? By employing—

Mr. Johnston: Oh, I see.

Mr. Bounsall: —other personnel in order to help with the studies? Is this where the cost of it was?

Mr. Johnston: Some of it was spent in retaining people at universities and elsewhere to take on specific projects and studies for us and to report back to us.

Mr. Bounsall: Have they got any ongoing studies themselves now?

Mr. Johnston: Yes, but not on the scale of these two that I am speaking of. They have been a major undertaking for the last couple of years, particularly of the executive director of the safety council, who is the senior staff member.

Hon. Mr. Guindon: We had a safety conference too.

Mr. Johnston: There is a minister's safety conference, not annually, but maybe averaging biennially, for a number of years. We aren't having one this year.

Madam Chairman: Mr. Haggerty.

Mr. Haggerty: Yes, Madam Chairman, I was rather alarmed to see the reduction in the vote dealing with Labour Safety Council. It has been reduced by some \$44,000. When one considers the events that have been taking place in the past month or so dealing with hearings concerning the Workmen's Compensation Board, I wonder if you are moving in the right direction. A person would have to question the department for moving a reduction in funds for this particular item, the Labour Safety Council. I think it plays a very important part in the role of safety in industry throughout the Province of Ontario.

I was concerned, reading in your report, that representatives of seven accident prevention associations have been added to the safety council. I think there are now 18 persons in the membership of this association. I wonder if to reduce this is the right move. I think back to the hearings of the Workmen's Compensation Board when I look at and think of some of these representatives from the different accident prevention associations. I think of the article here by the IAPA—Industrial Accident Prevention Association—and the big lobby by the automobile industry to the Workmen's Compensation Board to review the assessment, and particularly to the demerit system:

Where the work injury frequency and the accident costs to the employer are considerably higher than that of the average in the industry in which he is engaged, the board, as provided by regulations, may increase the assessment for the employer by such a percentage thereof as the board may deem just.

I think this big lobby had not only the automobile industry in Ontario, but other industries too.

When you sit back and look—for example, here we have the vice-president of General Motors of Canada Ltd., Oshawa, Mr. Barbeau, as first vice-president of the Canada Safety Council; a member of the Canadian Manufacturers Association. I think General Motors didn't have too much of a part in this lobby but I think they were going to make representation to the Canadian Manufacturers Association.

This is the Labour Safety Council we have in the Province of Ontario, and I think the main purpose of it is to look after the safety of those employed in industry. Yet they seem to have little representation on any matter concerning safety in the Province of Ontario.

Listening to and debating the issues of the Mining Act a year or so ago, I mentioned that labour should have a greater part even in mine safety, in which they had very little to say.

I have a private member's bill that I have introduced in the House, An Act to provide for the Establishment of Safety Committees in Ontario. I would just like to quote two sections of it:

Every industry shall establish a safety committee which shall have equal representation from both employers and employees in industry.

Every safety committee, upon the request of the minister, shall advise him respecting the safety of workers in the industry which it represents and, without restricting the generality of the foregoing, inquire into and advise him upon any laws respecting the safety of workers in industry with a view to the improvement and clarification and the extension of the existing laws or the enactment of new laws, or inquire into and advise him upon any matter designed to co-ordinate the functions of all bodies concerned with the safety of workers.

Madam Chairman, this to me is an important piece of legislation, although it may be a private member's bill.

I think if you want to reduce the number of accidents in the Province of Ontario you must have the involvement of those working in industry. I have to be very critical of the Minister of Labour and the Ministry of Labour and even the government for not including those persons who work in industry. I think they can add much to the improvement of safety in the Province of Ontario and reduce accidents. I think the end result is to reduce the number of accidents.

In some of the hearings dealing with the Workmen's Compensation and this big lobby, I can remember some of the comments made by persons who were presenting the Ford views on it. Their main concern was to get the production out; they couldn't care less about the persons who are injured on the assembly line. And this is the point, they said that the foreman had no interest in the

safety of those persons employed particularly in the Ford plant.

I feel strongly that the government must enact legislation to include those industries. You have unions, in fact, that have safety committees that are selected among the men themselves to look after the safety end for the union employees in certain industries. In fact, even when your staff comes into plants—and I've seen it personally—they will totally ignore that safety committee and go directly to management. They are ushered through the plant and many times before that the facilities in the plant and everything around is all swept nice and clean, the floor looks beautiful, but the minute the safety inspector leaves those premises, back to the old poor housekeeping again.

I have to be very critical of this department on this ground. I don't think they are doing enough. If there is a safety committee there through the union, I suggest that your department should not ignore those safety committees that are already there. They should go along with management on the inspection of these plants and industries.

Hon. Mr. Guindon: One point I would like to make abundantly clear is that a reduction in the allocation from \$148,000 to \$104,000 is no reflection at all of our lack of interest in the field of safety. And as far as representation on the labour safety council, there is equal representation. I note here I have those who make up the council. You have labour organizations, you have the Canadian Union of Public Employees, International Brotherhood, Pulp, Sulphite and Paper Mill Workers, International Brotherhood of Teamsters, Lumber and Sawmill Workers Union, the Ontario Federation of Labour, the Ontario Provincial Building Trades Council, the United Steel Workers of America—and they have equal representation on the council.

Mr. Haggerty: But you can take the labour part of it too, and it is just like any other big business, which labour itself is. In many instances they too couldn't care less about the person who is employed in industry.

Hon. Mr. Guindon: I presume these people are more or less representing the—

Mr. Haggerty: They are there to represent them but are their views actually being taken and carried through to your department?

Hon. Mr. Guindon: I think another point you were making, on which I cannot com-

ment because I don't know, was that our inspectors are going into industries and plants and going just to management and not talking to employees. I don't know. I will have to find out for you. But I would think this shouldn't happen very often. I can't see how.

Mr. Haggerty: Well it does happen very often, I am sure.

Hon. Mr. Guindon: Yes, in the next vote of course we are increasing our safety fund by \$1 million for occupational safety.

Mr. Haggerty: Occupational safety?

Hon. Mr. Guindon: Yes.

Mr. Haggerty: Well we'll get into that vote too.

Madam Chairman: Item 4 carried? Item 5.

Mr. Bounsall: Here again, Madam Chairman, is this reduction in finance again due to areas that are shifted out of or leave the department?

Hon. Mr. Guindon: Yes.

Mr. Bounsall: Having taken those out, does it correspond to any increase in staff for the residual areas retained?

Mr. Johnston: No. Generally speaking, it is just a straight proportionate reduction in certain services in proportion to the number of line people who went into the other two ministries.

Madam Chairman: Item 5 carried?

Item 6 carried?

Item 7.

Mr. B. Newman: Madam Chairman, under item 7, how many of the various publications put out by the department are in languages other than French and English?

Hon. Mr. Guindon: Are you referring to the whole ministry?

Mr. B. Newman: I am referring to publications that may be sent out to various community organizations so that the non-French Anglo-Saxon community might be able to inform themselves in their own native tongue of the various branches and the various responsibilities of the department.

Hon. Mr. Guindon: For one thing, I know the Human Rights Commission sends out information in eight different languages.

Mr. B. Newman: Yes, I knew you used to have a package at one time that did come out. Do you still carry on in the same fashion, Mr. Minister?

Mr. Haggerty: Are they available?

Hon. Mr. Guindon: Oh, yes, they are available to the public.

Madam Chairman: Mr. Paterson.

Mr. D. A. Paterson (Essex South): Yes, Madam Chairman. Might I refer the minister and his department to this readily available and easy readable folder on the Industrial Standards Acts pertaining to wage rates, vacation pay and so forth; it's like a throw-away pamphlet that would be available in English, Italian, Portuguese and so forth.

Mr. Johnston: You probably mean the Employment Standards Act.

Mr. Paterson: Yes.

Mr. Johnston: We deal with this on almost a community basis. As an example, some of it was done by the Human Rights Commission in conjunction with the employment standards branch and not strictly by the information branch.

We have issued a leaflet within the last few weeks in two Indian tongues, advising the native people in the north of their rights under the Employment Standards Act. I particularly directed it to the fishing guides and those kind of people.

Mr. Paterson: Are these particular information folders available at community service offices or other offices than your own?

Mr. Johnston: Well, perhaps Dr. Hill could speak to this.

Mr. Paterson: I am speaking strictly of the wage rate available.

Mr. Johnston: They are available in the district offices, of which we have a number across the province. They are also available in what we call our storefront operation in the west end of Toronto, which is very much community-oriented to some of the various ethnic groups.

Mr. Paterson: But they are not available in, say, the public libraries and the small communities and so forth?

Mr. Johnston: Oh, yes, there is quite a wide distribution of a lot of this material through the schools and the libraries.

Madam Chairman: Item 7.

Mr. Bounsall: Madam Chairman, we are still on this one. We have a vast increase here in the amount of the estimates in this particular vote.

Mr. Johnston: That can be explained.

Mr. Bounsall: Yes.

Mr. Johnston: You are aware, I think, of the sort of general advertising campaign that the government has each year to induce employers to hire summer students. You have probably seen the billboards saying, you know, "Invest in Ontario's future." This was previously budgeted for in another ministry, I think, and it has been transferred to our ministry. That one activity constitutes almost the entire difference here.

Hon. Mr. Guindon: That's \$128,000.

Madam Chairman: Is item 7 carried?

Mr. Drea: Mr. Minister, after some years in the communications industry, I have always wanted the opportunity to congratulate the information service branch of your department.

Of all the departments of government, regardless of the level and regardless of where they are in the programme, I don't think any information branch or division has put the effort and the ingenuity into bringing the impact of the legislation to the average man than those people in your department.

They have really done a job. It's one of the very few areas where the average man on the street is aware of what the legislation means to him personally, and I would certainly hope that other departments of government would follow their lead. They have had a very difficult role, because many of the people they were reaching, they had to reach in other languages and in small places or out of the way places. And they have really worked at it. It hasn't been something they have been able to do overnight, but they have really worked for a long time on it.

Hon. Mr. Guindon: Thank you very much. I know that even with correspondence—we get letters in Italian, or course, as well as an odd one in French—we always answer in the same language. We even have the minister saying a few words in Italian on occasion so—well, I would be glad to pass on your comments to our staff.

Madam Chairman: Mr. Newman.

Mr. B. Newman: Madam Chairman, could we discuss the Summer 72 programme, the Junior Achievement under this vote? Where in the department's estimates are those funds available?

Mr. Johnston: They are not in this vote. We have some administrative responsibility vis-à-vis the Junior Achievement programme, but the funds are voted in, I guess, Community and Social Services.

Mr. B. Newman: Where could we discuss Junior Achievement, the programme in which the minister plans on providing job opportunities for 750 students, 15 to 19 years of age?

Hon. Mr. Guindon: That is why it doesn't show here. The funds are not voted to our ministry.

Mr. B. Newman: If they are not voted by your department how do you become involved in it?

Mr. Johnston: Simply because we were designated to look after it.

Mr. B. Newman: But they didn't give you the money to look after it, unless you don't intend to spend any money on it, because your are really not spending money on Junior Achievement.

Mr. Johnston: We have already spent it.

Mr. B. Newman: It really is a sham as far as providing job opportunities, because you are certainly not expending any funds in there at all, not for this. The Junior Achievement is an extremely worthwhile project, but it is a volunteer project. The individuals will only gain out of it what their own initiative will provide for them. So when the government says it is going to provide 750 students with an opportunity, it doesn't provide any opportunity at all. It is the Junior Achievement that provides the opportunity, not the government.

So, you see, you are really pulling the wool over the eyes of the kids.

Hon. Mr. Guindon: Oh, we would never do that.

Mr. B. Newman: Well you really are, Mr. Minister, because you are not providing opportunity.

Hon. Mr. Guindon: Perhaps we can have Mr. McKay explain it to us.

Mr. B. Newman: Yes, I would be glad to hear it.

Hon. Mr. Guindon: If he wants to come forward.

Mr. Johnston: This is Mr. McKay, executive assistant to the executive director of employment services.

Mr. H. K. McKay (Employment Services): I should probably make a general response to your remarks.

First, the grant to Junior Achievement of Canada is sponsoring their programme for the summer. Without this grant, there would be no summer programme.

Mr. B. Newman: When you say grant, how much money are you referring to?

Mr. McKay: To \$60,000.

Mr. B. Newman: That is for all of Ontario?

Mr. McKay: Yes, it is.

Mr. B. Newman: And for how many projects?

Mr. McKay: For 14 communities or 31 companies of 25 students each.

Mr. B. Newman: So there actually will be 775 now involved?

Mr. McKay: Regarding the opportunities, I think it should be noted they are not employment opportunities, although there are a total of, I think, 16 students hired under the programme to act as co-ordinators in these areas. I guess the strategy of supporting such a programme is to give some students an opportunity through their summer experience with Junior Achievement to be able to participate the following year in other self-help grants, such as Opportunities for Youth with the federal government; Youth in Action with the Ministry of Community and Social Services under the youth and recreation branch, and possibly through their own initiative themselves, without any government assistance. So, it is a philosophy of taking a high school student, giving him an opportunity in the Junior Achievement programme to learn business techniques, to learn self-enterprise, I guess, and, through that the following summer to provide his own job. It seems to be a fairly high-cost benefit sort of return for that, when you consider that it is \$60,000 for 750 student opportunities.

Mr. B. Newman: You talk as if this is something novel.

Mr. McKay: I don't know if it is novel, but it wouldn't go on in the summer without the \$60,000. I guess that is the only point.

Mr. B. Newman: Are you aware it goes on year round in a lot of communities? You are not doing anything unusual. In fact, your own statement, Mr. Minister, coming out of your departments states the programme, "Ontario Youth Summer Enterprises," is sponsored as part of the provincial government's Summer 72 programme. Summer 72 is a job opportunity programme and you are not providing job opportunities at all. The programmes could operate in the community anyway in the summer. Okay, you are putting in \$60,000. Then why don't you put in that same amount of money or more money in the course of the year?

Going into something that's absolutely novel and is giving extra opportunities to youth is all well and good, but you are not doing anything new at all that isn't going on in the community; you are simply issuing a propaganda leaflet that is really misleading.

Hon. Mr. Guindon: Well, I think we provide occupations for them during the summer.

Mr. B. Newman: That's not giving jobs, Mr. Minister.

Hon. Mr. Guindon: What do you mean by not giving them jobs? Do you mean we have to pay them a salary?

Mr. B. Newman: You could at least come along and do exactly the same thing as is done in your other Summer 72 programmes; there are enough other programmes that you could initiate in conjunction with industry throughout the community. I would think there would be enough ability in your department to figure out some other things. All you are doing is copying a thing that goes on in the community, and you are putting it on for two months in the summer. So what's new?

Mr. Johnston: Well, there was no attempt to make anybody believe that we invented Junior Achievement, we know it is a long-standing and very successful programme. It is a case of trying to build on something that is successful.

Mr. B. Newman: But you are also misleading the student because you are giving him the idea that he has a summer job opportunity here. During the course of the year Junior Achievement isn't a job opportunity;

it is an opportunity to learn, yes, and a worthwhile opportunity. I have seen it in operation.

We have got an excellent one going on in my community, and I don't think that it isn't an excellent programme to be going on in the summer too. But I think the whole basis of your pamphlet is really misleading. I don't think you are providing job opportunities at all. The youngster may work all summer, Mr. Minister, and he may not make a cent. Is that a job opportunity?

Hon. Mr. Guindon: Well, if they are active at all and they work, certainly they will make money. I think most of them have.

Mr. B. Newman: Are you associated with them in all the communities, Mr. Minister?

Hon. Mr. Guindon: No, I'm not.

Mr. B. Newman: Well, there you are; you can't say they have. I have invested in Junior Achievement, where I have put in \$1 for a share and got 10 cents back.

Hon. Mr. Guindon: Did you say \$1.10?

Mr. B. Newman: No, 10 cents back for the \$1 when they dissolved at the end of the year. They lost 90 cents of my dollar. Is that achievement?

Hon. Mr. Guindon: That is subsidization.

Mr. B. Newman: I didn't mind because I thought it was good; I thought the youngsters learned something out of it. As I said earlier, I think the programme is good but I think you are really misleading youth when you are turning around and giving them the impression that you are giving them an opportunity for a job.

Hon. Mr. Guindon: Well, we will be glad to reassess the programme after the summer.

Mr. B. Newman: I don't think you should cut it out at all, but I don't think you should call it a Summer '72 job opportunity programme.

Madam Chairman: Item 7 carried. Item 8.

Mr. M. Hamilton (Renfrew North): Carried.

Madam Chairman: Shall vote 1701 carry? Vote 1701 agreed to.

On vote 1702:

Madam Chairman: Vote 1702, item 1.

Mr. Haggerty: Yes, Madam Chairman, I want to ask a question on safety. This is in the inspection field, I presume, is it not?

Hon. Mr. Guindon: Yes.

Mr. Haggerty: As I understand it, you are going to combine the construction safety field, which was under the management of the country construction safety personnel—

Hon. Mr. Guindon: Municipalities.

Mr. Haggerty: Under the municipalities. And this will be combined under one department now, so the responsibility will not lie with the municipalities?

Hon. Mr. Guindon: Exactly. We are taking over the construction safety inspection.

Mr. Haggerty: Oh, I see. I have often questioned this procedure that was handled in the former county of Welland, now perhaps the Niagara region. Sometimes I questioned that two men in that area could actually do justice to the job with all the construction that is going on in that area, particularly since it takes in home construction—not the person who is building the home himself but the contractors who are constructing the homes in the area. You see a number of these up and you sit back and wonder how two persons can actually look after this maze of construction going on in the area; and there's other fields. Now, does the trench inspection come under this?

Hon. Mr. Guindon: Yes.

Mr. Haggerty: This will come under that, too, then. It will all be under the one authority. Well, this is good. I think we have to agree.

Hon. Mr. Guindon: In the Labour Safety Act, too; there are three Acts in one.

Mr. Haggerty: Three acts?

Hon. Mr. Guindon: Yes, omnibus legislation.

Mr. Haggerty: Why did you not include the Mining Act, too? It has provisions that should come under the one occupational safety programme in Ontario; perhaps through your department? As I mentioned before, a couple of years ago there were some 800 clauses in the Mining Act, and about 462 of them are permissive. That leaves a wide range of decisions to be made on safety in mines. I'm just wondering if we

are getting the protection that should be given to employees in mines?

Hon. Mr. Guindon: Yes, we are too. It's under study right now. We have the expertise and the skill to do it; but as of now, no decision has been made.

Mr. Haggerty: You're giving consideration to bringing it in under the one system or policy of safety.

Hon. Mr. Guindon: Yes; under one Act. Right!

Madam Chairman: Mr. Bounsall.

Mr. Bounsall: Yes, Madam Chairman. First of all, I want to say that the consolidation into the one Act of the three safety Acts is certainly a gigantic step forward, I think. It's one that has been badly needed in the construction industry, and one that's highly welcomed by everyone within it.

Certainly, the enforcement under the Ministry of Labour, rather than the separate municipalities, is going to be a step forward. There were some gigantic disparities in the past, I think, from municipality to municipality in the application of some cases; but certainly in the number of inspectors.

Back in 1968 I think the city of Toronto had 10 with a volume of construction of \$85 million, and North York had \$115 million and only had three inspectors at that time.

So that the degree of inspection that occurred between Toronto and North York was very considerably to the detriment of everyone in the construction industry; both the safety of the workers involved and their lost time from the job.

One thing I think that we must guard against, though, in the consolidation is that there is going to be enough full time inspectors provided to do an adequate job across the province. What number are you planning on, and where will they be located, and how will they be situated relative to each other, to make sure that the entire province is adequately covered?

I think the current inspection situation that exists, where the municipalities still do it, has possibly been one of the main reasons for you having the consolidation. The number of deaths in the construction industry hasn't materially decreased of late. The deaths in 1971 were 40, and in 1970 they were 41. There is little statistical difference there. In 1968 there were 37. So once the Act is in, there is a need to ensure that you do anything that can be done to have some

uniformity of inspection, with enough inspectors across the province.

Another thing that appears to be occurring at the moment means that with this bill imminent I think it's important to bring it in just as soon as the minister possibly can. Because at least some municipalities now seem to be taking a "so what" attitude. They know the legislation is coming and are slackening off on their inspections. Some of the inspectors themselves feel they won't be employed by the Ministry. What is the situation in that respect with employing the inspectors now in the municipalities? Is this true? If it isn't, it has certainly got across to some of them to the point of their loosening up and slackening off on their inspections.

Hon. Mr. Guindon: Yes, we are aware that some of the municipalities are not doing the inspection right now, and it is our intention to move in as fast as we can. Of course, there are a number of municipalities which do not accept the principle of the province taking over the construction safety inspection. But nevertheless, I think we've had pressures from both the construction industry and trade unions as well, and we have been working on this for a couple of years, so now it is our intention to move as quickly as possible, and I would hope to introduce legislation during this coming month.

Mr. Bounsall: And you will be expecting it this June?

Hon. Mr. Guindon: Yes, I certainly would like to introduce the bill anyway, if we can't perhaps have it adopted by the House. I certainly would like to move in as quickly as possible.

Mr. Bounsall: Well, I certainly hope you give it a top priority, with the summertime being the peak construction period. If what you say is true, the municipalities are slackening off, it's very important then that this take place.

Hon. Mr. Guindon: Yes, in some areas they are. Not all over, mind you. In all fairness, you had some municipalities where good inspection was given; they had good inspectors, qualified inspectors; but in other areas of the province you had inspectors who had too many jobs, I mean, perhaps dogcatcher and what not as well as building inspector and with not the required qualifications. But by and large, we would like to move in in those areas where there is no inspection now, where municipalities are getting out of the field, as quickly as possible.

Mr. Bounsall: Well, further to some of the things that I touched on, what number of those people employed by the municipalities in the inspection will be coming on as inspectors with the department?

Hon. Mr. Guindon: Perhaps Mr. Cleverdon would tell us.

Mr. R. K. Cleverdon (Construction Safety Branch): There were about 135 first applied to us about two months ago. They were all reviewed by our personnel people, and we are down to about 82 now who want to work for us still. Many are undecided. Many are being offered chances to stay where they are now with their present job as building inspector, you see, and they may elect to do that, and there are cases of some difference in wages too between their present salary and our salary scale. So they are sort of negotiating back and forth between staying where they are and taking our job with us.

Mr. Bounsall: How many is it you plan to take on?

Mr. Johnston: We have got complement for an extra 50 people in the branch for this year. I think it is worth saying on this point that one of the reasons for proposing this takeover is that we think the present system is pretty inefficient, and we don't think it necessarily falls that the number of inspectors that the province should employ to do this work is, so to speak, the sum total of all the existing hours spent by full- and part-time inspectors. In fact, we think we can probably do it more efficiently with a small number of people because we'll have some flexibility, we can move people between municipalities.

If you have got a rush of construction activity in a nearby community and a slackening-off in this community, you can move people over there. You can't do any of that kind of thing now. So it would be a little misleading to try to judge where we are going just by the number of people that we are going to employ. We think it makes sense to move a bit cautiously and not to sort of overstaff the thing. We think with a total complement—we'll have about 75 or 80 in this branch—that we can handle that, or at least make an awfully good start at doing a better job than is being done. Now, maybe we'll be back here next year saying we need a few more.

Mr. Bounsall: But you plan to have a sum total of 75 or 80 employed in this area?

Mr. Johnston: Staff in the branch.

Mr. Bounsall: Yes, well I wasn't arguing at all that you should employ everyone that is employed or partially employed in this area, but I think the concern is that there be enough to go around, and I certainly hope you'll come back rather quickly if you find that the 75 or 80 that you plan to have on staff, which you feel would be adequate, turns out to be inadequate. And certainly I am glad to know that you're resisting petitions from the municipalities that would prefer that you didn't take it over. I think this is a very positive step forward.

In the distribution of the 75 or 80 across the province, will they be in various centres, so many for the major centres, and operating out of that? What is the distribution?

Mr. Johnston: They will report, I expect, by and large, out of our district offices of which there are some seven, I think, around the province.

Madam Chairman: Item 1 carried.

Item 2.

Mr. Paterson: Yes, Madam Chairman, regarding industrial safety matters, I'd like to say a few words on behalf of the retailers of the province.

Possibly the minister is aware of an organization called the Retail Merchants Association of Ontario, of which I am a director. This organization attempts to look after the affairs of the small independent retailers throughout our province.

I wonder if, at the convenience of the minister's staff, he could possibly have them advise me as to the total number of retailers in the province who are assessed—and we realize they are all assessed for compensation charges—under the industrial safety programme.

I would also like to know the different categories you would put in the retailing field; whether it is one field and one level of assessment or whether there are different rates of assessment in this regard.

Also I would like an indication of the record of performance of the retailing trade; that is, the number of injuries, and possibly the type of injuries, that have occurred in the past couple of years, say, so that possibly I can report back to the legislative committee of that organization for study.

I don't know whether it would be fair or even feasible to compare the retailing field with light industry, say, if you have such

a division in this particular section, but I wonder if there might be something comparable so that we can see what the retailing field is doing. Is it a break-even proposition, the assessment that we as retailers are charged in relation to this matter, or are we carrying part of the burden of other industries in relation to this assessment? I really don't expect too full an answer here today, but possibly the minister would like to comment on this.

One other matter I would like to raise is in relation to the farm rates.

I believe there are two rates, one applicable to general farms of roughly \$1 per \$100 of payroll, and another for orchards and the more intensive types of agriculture of \$3. I just wonder how these ratings have worked out, what the accident rate is and whether there will be any adjustments in relation of these two matters.

Hon. Mr. Guindon: Well, I know there are a number of classifications, of course, and I will have to contact the Workmen's Compensation Board to get the exact figures on the classifications and the rates. I'll be glad to get you this information for tomorrow if I can.

Mr. Paterson: Well, it's not that urgent, but I thought this possibly was the area to bring it up, because we in the retailing field, and I as a member, haven't had too many cases drawn to our attention of accidents in that area. I know in my own business, which has been in existence for 50 years, we have only had one slight injury, thank goodness, and I don't recall of any other accidents or injuries in the retailing field in my own community.

Hon. Mr. Guindon: I would think the incidence of accidents for retail merchants, for instance, is very low.

Mr. Paterson: But the rates keep climbing, and we just wonder what is going on.

Hon. Mr. Guindon: Well, I would be glad to get all the information in this regard from the Workmen's Compensation Board.

Mr. Paterson: Thank you.

Madam Chairman: Mr. Haggerty. Oh, sorry.

Mr. B. Newman: I have two small questions, Madam Chairman. One concerns heat in plants. In the auto industry, or any industry at all, should there not be maybe some type of regulation worked out with the union

in the plant that when the temperature in the plant reaches a certain level the employees would only stay on if they wished to stay on. They wouldn't be required to because the high temperatures in the plant could have an adverse physical effect on the individual and could have an effect on productivity. What are the minister's thoughts concerning that?

Hon. Mr. Guindon: My first reaction was that over 140 deg you charge them for a sauna bath. I know you are more serious than that. This is the first time this matter has come to my attention. Do you have any—

Mr. B. Newman: I don't know at what temperature, but I would imagine—

Hon. Mr. Guindon: Ninety degrees?

Mr. B. Newman: No. Your officials, in conjunction with the labour organizations, could arrive at some temperature at which the employee—unless he wants to work. I wouldn't bar him from working if he is the kind who likes to work in excessive heat. But I think he should be given the opportunity of going home if the temperature is excessive. They close up schools when the temperature gets too hot in the classroom. They have done that.

They had walkouts at the Chrysler plant, if I am not mistaken, last year when the temperature was a little too high on a hot summer's day. This suggestion comes from employees in the plant and they thought it should be written into your Industrial Standards Act.

Another suggestion they made is that employees should have blood tests. In addition to the regular physical exam they should have blood tests because at a certain age, because of chemical changes taking place in the body, an employee is susceptible to diabetes. The diabetic can have almost anything happen to him, not knowing he is diabetic, while he is working.

Another thing they mentioned is the phosphorous deficiency, which can only be diagnosed by a blood test. The individual doesn't realize he is having this. He doesn't realize that he is not up to par and could suffer any type of serious accident in the plant. I leave the three suggestions with the minister for his department to look into them, see if there is merit in them and if there is, I would hope that something would be done.

The three suggestions are: The temperature at which an employee would be allowed to leave the plant without any penalty; the blood testing of individuals, especially after

a prolonged absence from the plant because of illness—maybe they should be required; I'd hesitate to use the word required or forced to take blood tests—a blood test to test for diabetes and phosphorous deficiency can have some value.

Hon. Mr. Guindon: I imagine these conditions will happen, let's say, in a foundry or a bakery shop or places like that, similar plants. Would Mr. McNair care to comment on this?

Mr. J. McNair (Industrial Safety Branch): I think the items which have been raised we would discuss with the occupational health service of the Ministry of Health and get their advice as to how best to tackle this. I think when it gets into medical affairs, we should use their advice.

Mr. B. Newman: As long as your officials will assess the suggestions I made I think I am satisfied, Mr. Minister.

Madam Chairman: Mr. Haggerty.

Mr. Haggerty: I want to cover one point, Madam Chairman, and that is the matter of accident reports. I believe that in any accident the department should have three or four forms made out and one must be kept by the employee himself. Too often we find that an accident may not seem to be serious at the time and it is just reported to the foreman. He says, "I'll put it down in my little black book" and that is the end of it. I think in any accident an employee must have a copy of the report which he can hold for a number of years in case he has a recurrence of that injury, which perhaps will crop up at a later date.

Hon. Mr. Guindon: I suppose it depends on the nature of the accident but as it is now, I don't know. Would Mr. McNair care to comment on this?

Mr. McNair: We are at present using the Workmen's Compensation Board's reports as a source of information for our purposes. I know it is quite a problem to get people even to report accidents sometimes, but I think your point is well made. I doubt if this is something which we could do by inspection. I think this is something which, maybe, is a motivation effort rather than by inspection by enforcement forces.

Mr. Haggerty: The reason I raised the point is that in many industries in Ontario they have their own medical staff facilities right in the plant, and sometimes if a person is injured in the plant he walks into the first

aid and it is written down in the book. But in a matter of two or three years there is a change in personnel and the records disappear. Then the first thing you know the person comes back—and perhaps some members may have this problem—and you try to trace back into the record and find out when the accident occurred, and compensation has no record of it. I think the Ministry of Labour should have a copy of that record. Whenever anybody has even the slightest little scratch and he goes into the first aid, there should be a record and one copy should come into your department.

Hon. Mr. Guindon: You mean you should compel the employer to report this?

Mr. Haggerty: This is right.

Madam Chairman: Mr. Bounsall.

Mr. Bounsall: Yes, Madam Chairman, also included in the Industrial Safety Act, I think, should be a very strong provision on noise and possible damage—and quite likely damage—to the hearing system because of lack of this. What does the department do in administering this Act? What does the branch do in terms of insuring that noise is kept down to a reasonable level?

Hon. Mr. Guindon: Well, there is provision in the new Act to cover these points. So far I don't think there has been too much legislation.

Mr. McNair: Yes, in the new legislation which is being proclaimed on June 17 regulations include a different section covering noise requirements in accordance with the recommendations of our occupational health service and more or less to the same standards as the American Conference of the Association of Government Hygienists. So this will be covered in this new regulation which comes into force a week on Saturday.

Mr. Bounsall: How is it going to be monitored? Are permanent decibel meters going to be set up? How is it actually going to be enforced then that a company lives up to the regulations that are about to be proclaimed?

Mr. McNair: Just in the same way all other items are enforced, by inspection and by complaints and by cyclical inspections. We will be checking with the services of the occupational health service what levels of noise actually occur. This is the same thing that happens right now, except that the regulations are not in the detail that they are in the new ones, but it still happens just now.

Madam Chairman: Item 2 carried.

Item 3 carried.

Vote 1702 agreed to.

On vote 1703:

Madam Chairman: Vote 1703, item 1, Mr. Haggerty.

Mr. Haggerty: Madam Chairman, perhaps we can spend a lengthy time dealing with the industrial relations programme, but I don't know. It is pretty hard to say just what is right and what is wrong with this system. Perhaps when dealing with the conciliation and mediation services I think perhaps there are some matters that could be speeded up in this that keep both parties bargaining around the table. I suggested this with the sanitary strike here in Toronto.

And why assess this strike here? I think the local government wanted the strike, I think the union wanted the strike, and I say there was no reason to continue this strike for four or five weeks. I think if they had bargained around the table it could have been settled. There was a break in the negotiations when settlements were made at Etobicoke, and I think this was the basis for settlement. I sincerely believe if the minister had stepped in much sooner than he had the strike would have been over in a matter of about 10 days anyway. I am sure it would.

The minister said in his leadoff speech, and in other discussions through the estimates here, that there are studies and reports now on conciliation and mediation services and that deal with the other labour relations problems, and perhaps these new reports and studies that come in will have new recommendations. I think the minister is going to have to look for some new recommendations just on the two statements I mentioned in my lead-off speech of one of the largest labour organizations, the AF of L. George Meany has made the statement that strikes are outmoded or outdated.

I think we are going to have to come through with perhaps some other form of conciliation, mediation and arbitration—I think that is the word I am looking for—because we are going to have to have some way to speed it up. The tide of the unions is at a rather low ebb and I think the public is going to look for some new form of arbitration.

I haven't the answer for it. Perhaps the studies and reports that do come forth will

have these recommendations. That is all I would care to add to it.

Hon. Mr. Guindon: Of course, when you get into the field of conciliation and mediation services, you are getting into a very difficult area. I have only been in this ministry for—what?—three months, and it's not easy. Fortunately we have some top experts within the ministry—

Mr. Haggerty: Yes, and Mr. Dickie is one of them. He has been very—

Hon. Mr. Guindon: Right—Mr. Scott, Mr. McGuire and really—

Mr. Haggerty: —outstanding in that—

Hon. Mr. Guindon: —we are very fortunate in this province to have men of their calibre but it's a very, very difficult area.

You referred to the strike here in Toronto. Well, it is very seldom that a minister will take it upon himself to come forward and try to help. I think, as you mentioned, the strike could have perhaps been settled within 10 days. I do not quite agree with this, but nonetheless.

It's so complicated. You have to get the reading. You have to get the pulse and it's a very complicated area. I hope to live long enough to get some of the knowledge and the expertise of my assistant deputy minister. But again, I only repeat myself, it is not an easy thing to do.

We have all kinds of comments and suggestions but when it comes to doing it, it is quite different. Now perhaps Mr. Dickie would like to add to this.

Mr. Dickie: They were talking about what might be done to improve the collective bargaining system—talking about the strikes and their opinion that maybe it should be conciliation, mediation and possibly arbitration.

An interesting thing that is developing at the moment is that process of looking at and doing informally—this is not recorded in any report—but very serious strikes have occurred. We, with the parties themselves, midway through the contract, are taking a look at what brought about the strike and the issues. The atmosphere and the climate is completely different.

At the time the strike occurs, you have got an emotionally charged management and union and I think this is one of the areas in which we might increase our efforts—on this line of examination. This might provide some of the answers to the best method of dealing with it.

Many people are fed up with strikes and public interest disputes; there has been a series of them. But you have to look at the overall picture. The parties—and I am talking about Ontario particularly—are becoming quite sophisticated in their bargaining. A great many settlements are being made by the parties themselves and it is a great tribute to them. It is just not our ministry or our particular group—and we think we have a good group—but the parties themselves are becoming more competent and able.

The economic climate very often dictates whether you get a settlement or not. There are more settlements being made in the small industries than ever before.

Madam Chairman: Item 2 carried? Mr. Paterson.

Mr. Paterson: Might I ask, Madam Chairman, if this first vote is where we might talk about how a union is organized among a group? Or should I leave that till the—

Hon. Mr. Guindon: Labour relations perhaps.

Madam Chairman: Item 3.

Mr. Paterson: Okay.

Madam Chairman: Mr. Bounsall on item 2.

Mr. Bounsall: How many contracts were you able to look at, let's say in this past year, at the halfway point?

Mr. Dickie: Well, this is something that has just come about; we haven't developed it as yet. You know, we get into these strike situations and the parties always say to each other, "Boy, there's got to be a better way of doing this than having a strike."

This has come about in a more voluntary way. We haven't got a great many of them, but it's giving us great encouragement that this is possibly one way that we might find out. You talk very much differently when you're midway through a contract and looking at what has happened.

I'm sure that where these discussions are taking place, a strike won't occur in that particular plant next time around. I just happen to mention that as one of the things we just might do more of.

Mr. Bounsall: Well, my question was how many have you got involved with? And I gather you've got involved with only a couple.

Mr. Dickie: Well, we've got involved with half a dozen really.

Mr. Bounsall: With half a dozen.

Mr. Dickie: But at least it's coming from them; that's the key.

Mr. Bounsall: In other words, they've contacted you; you haven't searched them out.

Mr. Dickie: They say, "What is that method you've been talking about?"

Mr. Bounsall: So now you're saying that you hope to actively search out parties that have at least had a strike, or that you hear may well have one?

Mr. Dickie: We think that is one way, in answer to Mr. Haggerty's question, of dealing with his concerns, and with everybody's concerns about the collective bargaining system. We're all concerned about it, but we think this is one way of obtaining more information. This is one of my favourite subjects, of course, and I'd better not get started on it—

Mr. Bounsall: Go ahead.

Mr. Dickie: —or I'll be here for some time. But this is one little thing we're doing, and we're going to test it out a bit further.

Mr. Bounsall: Well, I agree the major problem in collective bargaining and in situations that lead to near-strikes or strikes is getting the people talking to each other—and the sooner the better. Therefore, the services of your department and your division in this regard would be welcomed, I would hope, across the province. Certainly I would hope that there might be enough opportunity for you to actually search some of these areas out and get into it.

On the matter of strikes, Madam Chairman, I want to touch on the strike-breaking company that is most active in the province. I would think it is most difficult, as a result of their being involved, to effect a settlement and perhaps it would take some years to ease off the bitterness that occurs. I refer to Canadian Driver Pool and its associated companies.

As a start, what is the department doing with respect to Canadian Driver Pool and its strike-breaking activities? In the House we've asked you various questions over the last months, Mr. Minister, and you have indicated that studies are actively going on, not only in your ministry but in various of the other ministries.

Could you tell us now, as a start, just what is taking place with your investigations of

Canadian Driver Pool in particular? There's at least one other, but no other company creates as much hard feelings at the moment as Canadian Driver Pool and the way it operates.

Hon. Mr. Guindon: Yes, we realize that too, and I can assure you that they don't make our work much easier. That's a personal observation, because they do make our work much more difficult.

Of course, we keep supplying the other ministries involved with all the information we can possibly get. Every report we get, we make it available to other ministries, and in particular to the Solicitor General (Mr. Yaremko). So far, I haven't received any concrete results or a report from them, but I'm hoping to.

Mr. Haggerty: It's no worse than the Waffle group getting involved in labour strikes.

Hon. Mr. Guindon: I do hope that it won't be too long before we will have an answer to this problem. I hope that at least they will report to us and tell us what we can expect in the future. But at the present time, I couldn't elaborate or say more than what I've said in the House.

Mr. Haggerty: This group here, are they armed at all?

Hon. Mr. Guindon: Oh, that's never come to my attention that they are armed. I know in one case—I think it was in Oakville—where they had talked about using tape recorders, or some similar apparatus. In fact, there was an investigation made—but not by them. It was one of the employees, I suppose, on his own.

Mr. Haggerty: But they are armed in the sense with a vicious dog. I don't think this should be allowed.

Hon. Mr. Guindon: Well I don't know how vicious the dog is.

Mr. Bounsall: A Doberman pinscher has a tendency to be vicious.

Mr. Haggerty: This is right and they're trained in this field. I think if you allow this to take place in labour disputes, then you're going to have the other side that's also going to come in armed. Then you're going to be back to the days of 1939, and back some 40 years ago. You recall the strike out in Winnipeg. That was quite a serious matter at that time, with bloodshed and a number of persons were killed. So I think if you allow

this to continue, then this is what's going to develop here.

Hon. Mr. Guindon: Well, we're very concerned and I can assure you that these matters will be looked into.

Mr. Bounsall: Could you give us more information on from what angle you're looking into it, Mr. Minister? At the moment, Canadian Driver Pool seems to be able to get away with employing security guards, but not "really" employing security guards; so they circumvent that particular regulation. They only provide the company, presumably—the way they operate—with a list of people who could be used by them as security guards. No doubt there's a payment, probably on a per-day basis, for the list of names provided, and so on. But this formally avoids actually having security guards in their employ.

Of course, if the regulations respecting security guards is such that the president of the company, must have a pretty criminal free record; Mr. Richard Grange wouldn't appear to qualify. So this is the dodge he's used to get around his company providing security—actually showing as employing security guards.

I gather that's in the Attorney General's area.

But what specific tack in the labour area is the Ministry of Labor taking? It certainly must be a main concern. We can chip away at this and talk to the Attorney General about security guards as a means of talking about Canadian Driver Pool in the strike-breaking area. It's an awkward way, as you well recognize, of talking about Canadian Driver Pool.

Hon. Mr. Guindon: So far, I've, of course, insisted on putting the pressure on those who possibly can be helpful in settling or solving this matter once and for all. As Minister of Labour, naturally I don't like to see these things happening in the province. As I said earlier, I'm hoping that I will get something definite from other ministries. But I keep repeating and reminding them that it's very urgent.

Mr. Bounsall: Yes, they're apparently involved in the current strike at Dare's in Kit-chener. Here's a company which was organized—I forget by whom—about 10 years ago. It certainly hasn't had a history of violence. Canadian Driver Pool appears on the scene and you've got the situation of broken windows and fire bombs and the violence. What's

more important, the feelings between people who inevitably have to sit across the bargaining table are continually escalating in terms of their distrust, their hard feelings toward one another, mainly because of the appearance on the scene of this particular company who assures management of various things I would presume.

Some of them are just inside the law or just outside the law under a run-around provision of some sort. Would the minister considering bringing in legislation which would outlaw strike-breaking companies such as Driver Pool?

Its stated objectives are clear enough. Its stated objectives are quite clear in that it tells management, for example, they have a legal right to bring in strikebreakers, to keep the plant going and so on. They will ensure that this is possible.

Hon. Mr. Guindon: It would be perhaps a little premature or unwise for the Minister of Labour to make any such promise. If there is any legislation coming forward it might be in other departments more so than in our department. I'm waiting to get more information and a report from these ministries.

Mr. Bounsall: I gather there is probably a Highway Traffic Act violation with respect to the trucks they use. I assume that's another one of the ministries involved. It doesn't quite match up to specifications. Is that one of the other ministries involved, as far as you know?

Hon. Mr. Guindon: I know of two anyway. There could be more. I know of three including ours, but there could be more.

Mr. Bounsall: We know Justice is involved. Is the Ministry of Transportation and Communications—

Hon. Mr. Guindon: The Solicitor General.

Mr. Bounsall: —and the Solicitor General as well with respect to the security guard situation?

If all these fail and the president seems to be rather adept at getting around things, —would the minister consider bringing in legislation limiting the use of a strike-breaking company?

Hon. Mr. Guindon: Yes. If this fails I would certainly be glad to put our heads together and see what can be done about it. We are not happy, far from it.

Madam Chairman: Is item 2 carried?

Carried.

Item 3.

Mr. Paterson: Madam Chairman, under item 3, I hope I can conclude by 6 o'clock, I will be very brief.

A matter of certification has been drawn to my attention. It involves a matter that Mr. Shime looked into involving the Sun Parlour Co-op and a group of their office personnel. I'd just like to get some clarification on clause 8 in Mr. Shime's report.

Apparently there is a deteriorating situation in the office. I know that at least four of the office people applied to become certified within the union. Subsequent to that, in this report, a meeting was held and the general membership of the office and warehouse met. The meeting was not pro-union according to Mr. Shime's remarks and a petition was signed by the employees in opposition to the union.

Subsequent to that the company submitted this petition to the Labour Relations Board and according to Mr. Shime's words:

Some probably considered that the matter of the trade union was a dead issue, no doubt some were of the view that forwarding the petition in opposition to the union to the Ontario Labour Relations Board was sufficient to cancel the application for certification. In any event, no one appeared for Sun Parlour or the employees at the certification hearing and the certificate was issued to the trade union for the office employees of this group.

The question I would like to ask is—and basically I can't comment on it, possibly these people were inexperienced in labour matters, possibly their solicitors should have been involved in these matters to give them better guidance—is this normal procedure that if there is a petition opposing, possibly, a petition containing signatures of those who had originally signed for a union, is it automatically certified?

Hon. Mr. Guindon: I don't know if I can answer the question fully. I notice here in my notes that this matter has been referred to the Labour Relations Board and there was a hearing on May 8, I believe.

Mr. Paterson: Yes, I have all the documents here, but I just wondered for the protection of other inexperienced people. In this case these were farm people who thought they

were handling their affairs in the best manner — and obviously they weren't or they wouldn't have got into this jackpot—and have been substantially penalized. They are now going to apparently be forced out of business, laying off about 85 people and going down the drain.

Mr. Johnston: Any application for certification must be well publicized at the premises where the people affected work. Without knowing all the details of this case, although it has had some notoriety within our ministry in some other respects than the one you mentioned, it is a bit hard to believe that any of the other employees or the employer would be taken by surprise. They may have been taken by surprise in not having been fully aware that there was an organizational campaign going on, that happens. But in terms of knowing that an application had been filed and that there might be a hearing, they would be put on more than adequate notice in that regard.

Mr. Paterson: But would they be knowledgeable that they should appear and not just submit the letter?

Mr. Johnston: They are asked specifically, amongst the various questions that go out to them, whether they wish a hearing and whether they want to appear. They are put on guard so to speak, if they—

Mr. Paterson: Basically it was an error in their judgement that they didn't seek further advice?

Mr. Johnston: That is my impression—and again we don't want to speak about the details of the case because an aspect of it is still so to speak sub judice by the board—but I think it was a particularly confused situation because there were changes in management going on at the very same time, and perhaps some of the new people that came into the picture relatively late in the game, so to speak, in terms of this whole issue, weren't as well briefed as they might have been had it been an ongoing situation in terms of the management.

Madam Chairman: Item 3 carried?

Mr. Bounsall: No, I would like to speak to this.

Mr. N. G. Leluk (Humber): It is well past the hour. How long are you going to be?

Mr. Bounsall: The adjournment hour is 6 is it not, Madam Chairman?

Madam Chairman: Yes it is.

Mr. Bounsall: Then I think we should wait until the next sitting.

The committee adjourned at 6:04 o'clock, p.m.

CONTENTS

Wednesday, June 7, 1972

Ministry administration programme	S-1043
Occupational safety programme	S-1078
Industrial relations programme	S-1083
Adjournment	S-1087



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Labour

Chairman: Mrs. M. Birch

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Thursday, June 8, 1972

Afternoon Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, JUNE 8, 1972

The committee met at 3:15 o'clock, p.m., in committee room No. 1; Mrs. M. Birch in the chair.

ESTIMATES, MINISTRY OF LABOUR (continued)

On vote 1703:

Madam Chairman: Would the meeting come to order, please. The social development committee is ready to continue with the estimates of the Ministry of Labour.

Vote 1703, item 3: Mr. Bounsall.

Mr. E. J. Bounsall (Windsor West): Under this particular vote is the appropriate place, I think, to talk about some of the exclusions under the Act—the Act dealing as it does with all of the areas of union certification and bargaining groups and so on.

There are some exclusions which bother me. One appears to be an exclusion which I don't think in most instances is right. In case of security guards, Mr. Minister, older men are employed, for one thing. The minimum wage is, by and large, paid to them. I believe most of them have to get clearance by the police. They have to be men or women of fairly high moral character—at least with no offences against them. In some instances they have to provide their own uniforms. All this is being done on the minimum wage.

I can understand this particular exclusion under the Act which says they can't be members of the same union that might exist at the place of their employment. They can be members of their own union; or if they work for a large security company they can be members of that company's union and just work at the particular spot they are at. They can't form their own local union.

What has always caused questions in my mind is not so much that they can't be members of the same union where they work. I can see that fraternization with the other employees at the location whom they are checking perhaps—or whether or not goods are being taken out of a plant—it is very

reasonable that they shouldn't be part of that group. But why is it that they are restricted from being part of the AFL-CIO, or Canadian Labour Congress? That is one question I would have with respect to the particular situation that security guards find themselves in.

The second area is the situation of taxi-cab drivers in the city of Toronto, or those employees who are referred to as dependent contractors. As you know, the taxi-cab drivers to a large extent have been exploited. They don't have very much job security and it is rather unusual to find a long-term employee in the taxi-cab industry, apart from those who own fleets of cabs. The conditions of employment are conducive to short-term employment only and to part-time employment, or to use a common phrase moonlighting.

However, most of these taxi-cab drivers are employees in the real sense of the word. Yet because of the fact that they may be required to have some share in the particular car they are driving, they are termed independent entities. In every other respect they are very much like an employee of any outfit. However, their employers, because of the status granted to them, do not make many payments on their behalf.

In some cases, in Toronto I understand, they can somehow get around paying some of the very basic things like unemployment insurance and Canada Pension Plan. Certainly they don't have to comply with any of the normal fringe benefits that you find in most other employment sectors—things like any portion, or some portion, of their OHIC. In many ways they get around it.

As for the minimum wage situation, drivers are not paid by the hour and therefore it requires long driving hours to make sufficient amounts of money. They are required to do this to make that money, and on a per hour basis it is certainly in many cases below the minimum wage. The whole area of holidays and vacation pay in lieu of holidays and so on, is also germane to the point.

In Toronto, Metro council did appoint a committee to look into the situation, but I

think that committee's hands were by and large tied. In looking at the situation of the taxi-cab drivers they were not competent to deal with it, and any advice they could give to the licensing commission was inadequate. They could not get down to the root cause of the problem and effect the necessary change.

I think the answer really lies in removing the restrictions that prevent them from organizing into some sort of an employees' organization, or union or whatever you want to call it. This would lie in amending the legislation. That would allow taxi-cab drivers to organize, which of course falls completely within the competency of your own department.

I really don't know whether the definition of "employee" is best handled in the Labour Relations Act or the Employment Standards Act. Maybe the phrase in the Labour Relations Act that defines "confidential and managerial capacity" may be the phrase where one could make exceptions for what one would call—whatever you want to call them, but the term "dependent contractor" is one that might be used.

The Canada Labour Code, I believe, is being looked at re a change of this sort. They define a dependent contractor, allowing him to have certain rights. In Ontario we could carry that word through so that, I am urging you, it would allow them the right to organize. It would be the owner, or purchasers or lessee of a vehicle used for hauling livestock or persons or any other thing, such as merchandise. Such a dependent contractor is in fact employed by an employer, irrespective of whether he owns or leases the vehicle which he has to have in order to be employed, when that vehicle is required by him to provide the means or the service for which he performs the contract.

They go on to talk about other subsections: I assume you are familiar with them. They are not entitled, I believe, to the minimum wage or vacation pay under the Employment Standards Act as they so exist, so maybe that should come in under that portion of the Act. I'm not all that sure as to which portions of the Acts they should come under.

But along with the taxi-cab driver situation, we have the other dependent contractors in Ontario that you can think of. One which has most certainly come up is the Becker Milk Company employees. Here again even the

managers of the stores, as you know, have certain restrictions put on them that don't pertain to most other employees in the province. Yet by their classification, they are termed not an employee—this is how it comes out. So these people in rather less than the best financial straits in their place of employ, are not allowed to organize and try and bargain with their employer, Becker Milk Co., and do something about it.

One other area—I guess this would be speaking more directly perhaps to the Act—is the area of hospital workers in this province, Mr. Minister. Due to the Hospital Labour Disputes Arbitration Act, in which compulsory arbitration was established, the employees of our hospitals are falling behind other employees in the province.

They often—and I am speaking here of the RNA's, the orderlies and housekeeping attendants, normal maintenance men and custodial staff in hospitals—they have this compulsory arbitration which shackles them.

But the real thing here is that in bargaining with their employers, when it gets to compulsory arbitration, too often the comparative analysis that is made for the salaries that they should get is with other hospital workers, rather than with other workers who are paid no less indirectly than are hospital workers with government funds.

And here one could speak directly of the janitorial staff in our school systems, who are paid no less indirectly than our hospital workers, yet whose benefits are considerably greater. The actual pay itself is about 50 per cent greater, I believe, on the average in the school systems than in our hospitals; and in the school systems most of the fringe benefits of these employees are picked up, where in the case of hospital workers they are not. For school employees there are premiums paid for overtime work, for Sunday work, for evening work; and this again does not pertain to your hospital employees.

This whole area of what happens to hospital employees in the province at all levels I think clearly needs to be looked at. One can't really fall back on the decisions of your arbitration boards, where one could point to a nine per cent increase having been negotiated, or an arbitration settlement coming out or one that gives 11 or 12 per cent, because you are using percentages of a very small number to start with—wages that are much lower than their colleagues' in comparable situations.

Whereas you can look at a nine per cent settlement in the school field and say that is

fair, this does not equate directly to a nine per cent settlement in the hospital field, because of the base on which you are starting.

Perhaps a less direct comparison, but only less direct in the sense that it is a mix of government moneys that flow to it, would be the municipal employees where you have both municipal and provincial funds flowing into the municipality. Again if you make a comparison of hospital workers' salaries with those of the employees in municipalities, the municipal employees come off much better.

Those are three of the areas with respect to exclusions, or what I would call discrimination in actual salaries in the province. The hospital workers, the Becker Milk Store workers as an example of store employees, and the taxi-cab workers as a group. I have several other questions of a more general nature under this vote, Mr. Chairman. Do you want to deal with those, or should I go on?

Hon. F. Guindon (Minister of Labour): First of all perhaps I should tell you that I did receive a delegation from the taxi-cab drivers of Toronto about six or seven weeks ago, and they made their point, I think, very clear. We were all in agreement that the industry—the taxi-cab industry—has to be looked into, and as soon as possible. It is a fact that they come, we feel, within the category of Becker's employees; as well as barbers, as a matter of fact, where you lease your chair.

Mr. Bounsall: Yes, that's true.

Hon. Mr. Guindon: We had agreed on that occasion to look at it, not only from the point of view of taxi-cab drivers, but the whole spectrum—Becker's employees and the barber industry.

So we are presently looking at it to see if, as you said quite well, the correct term is employee and what is the relationship with the employer.

If I am not mistaken I think under the Employment Standards Act the provincial courts felt that there was a difference here, that they were more or less like agents instead of employees, and that is where the matter lies now. We are investigating these three industries, and I hope that before too long we can come up with something.

But that is how much we have done since I came into the ministry, since February. We had delegations from these people, and we are studying it and trying to see what we can do to better their conditions.

So far as the hospital employees are concerned, I had the privilege of being the guest speaker at their annual convention, in May I believe it was. We recognize that in many hospitals there is too much discrepancy between RNA's and orderlies, and I think I have said it in my comments or my remarks that this had to be rectified.

I think, under our Employment Standards Act that we have laid charges, as a matter of fact, in some areas, for a breach, we think, of the Act, in order to increase the salaries of RNAs who in fact are doing the same type of work, only they are looking after females while orderlies are working with males.

Mr. Bounsall: That is interesting. I hadn't realized that.

Hon. Mr. Guindon: We are very concerned about it. So this is what we have done recently. But until I do get a full report from my staff, I could not make any further statement right now. But we are vitally interested and concerned about these three groups of people.

Mr. Bounsall: I think in the case of the taxi-cabs and the barbers, as you mentioned, you do have the odd independent driver and perhaps many independent barbers.

When they get into a situation where someone else drives the taxi the other half of the day, or there is just one other person employed, I don't think there is that much of a problem there, although changes in the Act might cover that. But it is when you get whole fleets of taxi-cabs, and you get whole rows of barber chairs and so on—a large organization in both cases—where you rent out the chair and the barber becomes in essence another employee, yet he is under severe restrictions from the person from whom he rents the chair and so on, that there needs some real action. I gather from what you've said you are looking into this.

Hon. Mr. Guindon: It is a very difficult industry to control because with taxi-cab drivers you have people who have two jobs, for instance; some of them only come in as moonlighters more or less. But the chap who is really hurt is the man who works steadily as a cab driver and really he doesn't make much more than \$85 a week.

Mr. Bounsall: For a great number of hours put in.

Hon. Mr. Guindon: Yes.

Mr. Bounsall: One other question. No one anticipates your thoughts, your legislation here, Mr. Minister, but when you go to define, perhaps a different category or changed category for some of these employees, where will that occur? Will that show up in the Labour Relations Act, or the Employment Standards Act? Looking at both of them I am never too sure where that is likely to occur.

Hon. Mr. Guindon: I think perhaps it could be in either one. Of course we'll have to get in touch with our legal people to find out exactly what it should come under and the definition. We want to be sure before we move in.

Since I have come into the ministry, I might as well tell you now, any legislation that we pass, or regulations, we want to be in a position to enforce. If we can't enforce it, it is no good. So we want to be sure we come out with the right legislation and then we want to have a good enforcement policy behind it.

Mr. Bounsall: Carrying on with some of the other questions then: Your Labour Relations Act specifies that both parties shall bargain in good faith, and the employees, or the bargaining agent or the union, must apply for leave to the Labour Relations Board to prosecute when it becomes in their minds clear that the employer, for example, has not been bargaining in good faith.

Why doesn't the government—I really have two questions here—why doesn't the government insist that both parties bargain in good faith, and the government do the prosecution? In other words, both parties are the ones that have to bring forth the prosecution before the Labour Relations Board I believe. At least the employers must. At least the employees must, with the union as the bargaining agent.

Why doesn't the government itself bring forth the prosecution when this has been brought to their attention? Why must one of the two parties be involved themselves in the prosecution? It's rather a slow process. In fact, the Rand Report recommendation was that the government enforce those provisions of the act and abandon the policy.

This is one of the things of Rand and not too often might I be found saying things in this spirit, about the Rand report but this is one thing that they spoke to, that the government should abandon the policies of the parties enforcing the act and the government take on the enforcing of the act, parti-

cularly when it comes to the area of bargaining in good faith.

Hon. Mr. Guindon: Perhaps Mr. Johnston could speak to this.

Mr. R. Johnston (Deputy Minister): This is a question that doesn't just go to the issue of bargaining in good faith. You could ask this question about any of the unfair practice sections of the Act. I think the sort of thing you are thinking about is that, in the US federal jurisdictions, as I understand it, rather more of the onus for prosecuting an offence under the Act rests with the government than with one or other of the parties.

I think it's fair to say that, in Canada generally, the system is pretty much the same elsewhere as in Ontario. And I might say it isn't one-sided. The situation you described happened to be the case of an employee who had a complaint. But the same goes with an employer. If an employer has a complaint that he thinks a union is engaging in an illegal strike, for example, he has to make his case and get leave to prosecute in the same way. So it's even handed in that respect.

I think it's also worth noting that while in our case the government doesn't actually take on the initiative for prosecution, it has a good deal of responsibility through the work of the field officers who go out when a complaint is filed and examine the facts, and play a significant role in putting together the information on which the board would make a decision. So you know there is some responsibility resting on the government as well as on the parties.

Mr. Bounsall: Could we zero in on that area of responsibility then? When a complaint is filed and your field officers go out and investigate it, and bring back their report and the application for leave to prosecute comes in, presumably those aren't just granted automatically? You study the case and make some sort of a judgement as to whether leave should be given to prosecute?

Mr. R. Johnston: And the defendant, so to speak, would have an opportunity to reply and put his case as well before a decision was made.

Mr. Bounsall: At that time?

Mr. R. Johnston: Yes.

Mr. Bounsall: Before the decision is given about granting the—

Mr. R. Johnston: —leave to prosecute.

Mr. Bounsall: —leave to prosecute. Well then, it is at that point then, having heard both sides and then having made your decision granting leave to prosecute, you made a judgement on it; why then cannot the government proceed with the prosecution? Why do you have to then let it go back to the parties, with Rand advising otherwise? You have already made a value judgement. You have already said okay, the facts are such that you can go ahead. Why don't you then go ahead yourselves?

Mr. R. Johnston: Well, the honest answer to the question is that there is no reason why not. If the government should decide as a matter of policy that, once a leave to prosecute has been granted, they want the government to have the carriage of the case, if as a matter of policy that is decided it could be done. It's done, as I say, in some US jurisdictions.

The fact of the matter is that there is some doubt as to whether the parties themselves really want this. You know, it's anything but certain.

There's a good deal of feeling around, as you know, that the less interference by government in the whole collective bargaining process, the better. And this would be a case where you are suggesting, perhaps for some good reasons, that there ought to be more government involvement in that part of the process. There's anything but a uniform view held on this suggestion you are making among the parties themselves.

Mr. Bounsall: Having been involved for quite some time yourself in this area and overseeing this area, how do you yourself feel? Do you think this would be helpful to the situation in the province?

Mr. R. Johnston: I think you could make a case either way. The history of complaints under the Act, particularly as they relate for example to things like work stoppages, is that the parties are far more interested—. For example, the employer is more interested in getting the people back to work, than he is in prosecuting the union and getting a fine. For that reason we find that even getting a declaration of an illegal strike is quite often effective in bringing an illegal strike to an end. While the employer would be free in that case to pursue the thing, get leave to prosecute, and then take them to court and try and get a fine, in a great majority of the cases they don't do that. Because they don't want to damage their ongoing relationship

through going the whole route, once they have succeeded in their short term objective of getting the employees back to work.

Mr. Bounsall: Okay. There is another area I want to touch on—I'll have most of these areas cleared up in one fell swoop, Madam Chairman.

In the new Labour Relations Act that arose from Bill 167 that came into effect in early 1971, I believe, the requirement was dropped of course from 45 to 35 per cent for granting a vote to take place on certification. At the same time it increased the percentage required for automatic certification.

One of the justifications, I believe, was that it would cause more votes to take place. It made it a bit harder to automatically get certification, but you dropped at the same time the percentage required to have a vote take place. You would produce more votes. This would thought to be a healthy situation.

Now that the Act has been in operation for more than a year, has it produced more votes? Has the Labour Relations Board been involved in substantially more votes than occurred previously?

Mr. R. Johnston: Yes, there have been about twice as many votes in the year since the change was made as there were before.

Mr. Bounsall: Yes, with what result then? You had twice as many. What percentage have been successful of those?

Mr. R. Johnston: Well if I can put it the other way around. The number of applications that have been dismissed with or without a vote, under the new ground rules, has only changed by something in the order of two per cent. There have been more dismissals, but only a small amount more.

Mr. Bounsall: Only a small increase, only a small percentage increase on what had been the number that had been dismissed the previous year? So really there has been many more successful applications then?

Mr. R. Johnston: No.

Mr. Bounsall: Or you have doubled? You have gone up 100 per cent in applications over the previous year; in terms of applications?

Mr. R. Johnston: No, when I said the number of votes doubled I didn't mean to imply that the number of applications changed all that much. The proportion of cases that were decided by the taking of a

vote doubled from five to nearly ten per cent of the cases handled. But the result in terms of applications being unsuccessful only changed by something in the order of two per cent. So while it has caused more votes, it has made relatively little difference in the overall result in terms of successful and unsuccessful applications.

That's based on only one year's experience. I don't know whether you would call that a sufficient sample or not.

Mr. Bounsall: Well it's one year anyway. That might be the year that it has its greatest effect. But would this require more staff then in the Labour Relations Board to administer these votes? You have obviously found yourself busier.

Mr. R. Johnston: We are muddling along with the same staff as we had. The complement for the board is the same this year as last year.

Mr. Bounsall: You are able to handle them at the board—the increased number of applications?

Mr. R. Johnston: We have had to make some changes. There's no doubt the board is heavily loaded right now but not particularly because of this. The introduction of the accreditation process has caused a very heavy work load on the board. We hope in a couple of years we will see it tapering off again. But right now there's no doubt they are fully occupied. And, you know, scheduling cases some weeks in advance now.

Mr. Bounsall: Just before we leave it, do you actually have the number of applications and the number of rejections?

Mr. R. Johnston: Yes. Since we made this change?

Mr. Bounsall: Yes.

Mr. R. Johnston: There were 799 cases handled; there were 417 certified without a vote.

Mr. Bounsall: Is that 417?

Mr. R. Johnston: Those would be ones where they had 65 per cent presumably. There were 78 that were certified after a vote; 208 dismissed; and there were 96 withdrawn.

Mr. I. Deans (Wentworth): How does that compare to the previous years?

Mr. R. Johnston: You want the numbers for the same categories?

Mr. Deans: The same categories.

Mr. R. Johnston: The total number is a bit down because in the year we were studying we couldn't include the cases that were in process at the end of the year, whereas in the previous year we were able to sort it out in terms of the ones that were disposed of. The overall number is higher for the year before. The number handled in 1970-1971 was 1,068; 646 were certified without a vote; 55 after a vote; 256 were dismissed and 111 were withdrawn. Really, the percentages are more helpful because of the difference in the overall total.

Mr. Bounsall: The vast union numbers.

Mr. R. Johnston: But you get the picture there.

Mr. Bounsall: Yes. One final area at the moment, if there are no questions from other members on that area.

That is, as we have the Minister of Labour and experts here from the Labour Relations Board who deal with the whole administration of the Act and all its different pieces, the conciliation, the mediation and the arbitration, I'd like your comments in this area on the Act to establish Collective Bargaining for Crown Employees.

Here you have your own Act, the Labour Relations Act, allowing in both its conciliation and arbitration procedures for each party to choose a member of the conciliation and arbitration divisions and they agree upon a third party. Yet you have in this Collective Bargaining for Crown Employees Act the dictation of—or one of the two parties actually appointing the chairman of the board. You have two out of the three from one party, whereas in your normal Act and your administration of that Act you have both parties agreeing and choosing a chairman.

I would like your reaction to that. Are you happy with that? Have you found in administering the Labour Relations Act that it makes very little difference, because in so many of the cases you have to appoint the chairman because of non-agreement by the two parties on a third one? Perhaps that could be the starting question.

In how many cases of conciliation or arbitration appointments does the Labour Relations Board have to appoint, or find itself having to appoint, the chairman rather than

an agreement being reached between the two parties?

Hon. Mr. Guindon: You know, in the short term since I have been in office I know of only two cases, I think, where we have appointed a chairman. I may stand corrected on this.

Mr. R. Johnston: The question is a bit hard to answer because I think we are mixing what we call rights disputes and interest disputes. In the civil service, in the loose sense of the expression, there are two kinds of arbitration. There is the arbitration of grievances which is handled by the public service grievance board—

Mr. Bounsall: I am not really talking about that side.

Mr. R. Johnston: That is one situation; and you have the same in industry. You have three-man boards and you have umpires, you know, whatever they want.

In the interest situation, in the civil service, they have had a semi-permanent chairman, Judge Anderson, for eight years who, as far as I know, is very acceptable to both sides.

In the areas that we administer we are not really dealing with very many interest disputes at arbitration, other than the hospital area. There we have a mixture of appointments which are made by the minister where the parties can't agree; or selected by the parties where they can agree.

The other difference is that you do have what amounts to a semi-permanent arrangement in the civil service. If we came to the point where we wanted to have a full-time arbitrator in hospital disputes—and I might say it is one of the things we are at least thinking about—undoubtedly, while you might consult the parties, the appointment of that person would pretty well have to rest with the government. Who else could do it?

Mr. Bounsall: In the hospital disputes presumably, as you said, the two parties can appoint the third person within a certain period of time anyway. How many cases in this area have the parties failed to reach agreement and the government has had to make the appointment?

Mr. R. Johnston: In the hospitals?

Mr. Bounsall: In the hospitals.

Mr. R. Johnston: I don't know whether we

would have it broken down. Do you know, Mr. Rose?

An hon. member: I know I had two lately.

Mr. D. W. Rose (Counsel, Labour-Management-Arbitration): There were 44 of them I think; less than half.

Mr. R. Johnston: Less than half would have to go to the minister. In other words something more than half the parties do agree on the chairman.

Mr. Bounsall: Yes, I guess my comment here is that surely this is a healthy situation when less than half go to the minister.

How happy are you in the civil service area where this provision is not allowed? The chairman must be a ministerial appointment. This is obviously working in the hospitals area, with less than half finding themselves not agreeing on a chairman and the minister appointing one.

I'm not saying that the minister makes bad appointments but surely any kind of conversation and communication that can take place between parties to a dispute is good. Here you have their appointees in more than half the cases agreeing on a chairman. Surely this is a healthy situation; rather than having some bitterness resulting—or feeling of bitterness perhaps quite unjustified in the public service each time the chairman is appointed.

Mr. R. Johnston: As far as I know, in the civil service situation, where there were 10 or 11 bargaining units and a half-dozen unions involved, while there were perhaps other points on which they made submissions which the government may or may not have accepted, this point was not an issue. I don't think there was any concern about the fact that the arbitrator is available on a semi-permanent basis.

After eight years he knows an awful lot about the civil service, which is a complex organization in terms of numbers and kinds of jobs and so forth. There is probably a good case to be made for a semi-permanent arrangement as against the ad hoc arrangements.

Mr. Deans: It might even be fair to say there wasn't very much that the civil service union or the association found to discuss with the government on that matter.

Mr. R. Johnston: I wasn't directly involved in the later stages, but I was involved in the earlier stages and I never found them at a loss for words.

Mr. Deans: No, I am sure they had lots of words but not much action.

Mr. J. E. Bullbrook (Sarnia): It is interesting, I might say, in connection with what Mr. Bounsall was saying along the line of the free right to appoint an independent chairman; we had a statement by the Solicitor General (Mr. Yaremko) today that is going to change that right in connection with police arbitration. You are now going to have the establishment of the Ontario Police Arbitration Commission.

Realizing these matters are questions of government policy, and recognizing your reticence to make comment, it is interesting to note that we seem to be moving into this field. Maybe it is a valid move. Perhaps we have to establish a core of arbitrators who have knowledge within specific jurisdictions.

The basic problem to the economy that I see at times is there is a tendency, when you are dealing only with one sector, to not necessarily recognize the total equation and impact on the economy itself.

This has happened in the police field as you know. For many years in the police field they were very underpaid. As a result of the royal commission in the United Kingdom and the thrust that made locally—I should say provincially arbitration awards have been fairly well done and participants have been content.

It is an interesting cyclical proposition that this year the hue and cry no longer comes from the police associations, it rather comes from the police commissions; and more importantly, as it should be, from the municipalities themselves. I throw that in only to indicate what Mr. Bounsall was no doubt premising, and that is that it is a new movement in the field of labour relations and one that the trade union movement is going to have to look at very seriously. As I said, I think in the House in connection with our committee deliberations on Bill 105, they were conspicuous by their absence.

Madam Chairman: Mr. Deans.

Mr. Deans: Thank you. I want to talk with the minister for a moment or two about two things that I feel are contributing to a breakdown in good sound labour relations. One of them is contributing now and has been for a while, and we raised it today again in the House; and another I feel is going to contribute significantly in the next year or two.

The first is the whole problem of the use of strike-breakers, and the effect that this

is going to have on the whole labour relations process, the negotiation process. We have gone into this a number of times. We could deal, I suppose, directly with Canadian Driver Pool. They seem to be in the forefront of the whole strike-breaking operation in the Province of Ontario.

Now, we have enshrined in our tradition and our legislation the right to strike. And together with that, we have the right of the company to operate. And with both of those things in effect, and permitting other individuals who appear to be bent on benefiting from them to operate, we are creating a situation in the Province of Ontario which inevitably must result in violence, and it does.

If you are going to say to a man that he has, within the law, a right to withhold his services at some particular point, and recognizing that the majority of negotiation situations or the majority of bargaining situations end up in a collective agreement being arrived at without striking, when we take a look at what goes on in the province, we inevitably see that there is a parasite developing on the back of both management and labour.

We have the Canadian Driver Pool—the best example that I can think of of an operation which has taken advantage of a situation in the law and is using it to its own advantage, to the detriment of the company and to the detriment of the worker—in fact to the detriment of the government and to the detriment of the entire society.

Mr. E. W. Martel (Sudbury East): It makes labour look bad.

Mr. Deans: You know, it certainly creates an extremely difficult situation to be in when a worker feels that he has reached that point in the bargaining process where he has the right to strike and takes it, for whatever reason, in most instances reluctantly. Management recognizes that it has the right to continue to operate and goes out and hires people who are prepared to use dogs, armoured trucks, chains, hired goons, to come in and push through innocent people, in many instances innocent people, who are unfortunate in the fact that they don't have another job and want some money to spend, and want to be able to live with some dignity. They get pressed into the situation where they are used as the pawns in the whole game.

I was really disappointed today, as I have been a number of times, in the attitude of

the government toward dealing with this situation. We are asking for trouble.

Now, up until recently we haven't had this unenviable occurrence at any large plant. But God help us if we ever get to one of the major negotiating sections of the economy and we do have the driver-pool involvement with the strike-breakers being bused through and the kind of aggravation that this brings about. There is no one who benefits from that.

The company can't possibly benefit from bringing people in. They are not benefiting. Even if they are able to maintain some sort of minimal standard of their production by the use of this method, they can't possibly benefit in the long run. Because to begin with they have got to take untrained persons, mainly, and bring them into the plant; and those people have to be trained to do specific jobs.

In addition they have to pay them, as they do, always more than they were prepared to pay their own workers to do the same job. And then they have to pay this operation, this strike-breaking operation, a sum of money to bring these workers in and to cover the damages and the costs. And in the long haul, financially, it can't be to their benefit.

And it worries me, because we have had no deaths in the province that are attributed to that, and yet you can't help feeling that it is only by good luck rather than good management that this has occurred.

I have seen so many instances in Hamilton of late, some time ago during the last election, over the Texpak situation, where there was a series of violent incidents as the result of people who were motivated by strong trade union feeling, and the feeling for what they choose to call solidarity, that they would go and attempt to stop—not so much stop the workers, though the workers themselves would have been stopped from crossing the picket line by these people who were on strike had they had to walk through it, but to try to stop the use of this kind of busing, in small army technique, in which they barrel through the picket line not giving a damn for whom they hurt. Really, I don't see that there is a benefit to be gained by it.

Now, I recall from discussions in years gone by and from looking at the record of the Department of Labour, that we do settle something like 95 per cent of all of the labour negotiation situations without any need to strike. So we are talking about five

per cent. And every year we get closer to bringing that to 96 per cent and 97 per cent.

As our conciliation techniques get better and better, we are able to bring the relationship between the company and the unions, in some companies and in some unions where there has been a history of strikes and problems, we bring that relationship much closer. Every year that we get the conciliation department involved at an earlier stage and get them into the field in trying to sound out both parties and come to some satisfactory arrangements.

We get closer to the day when, in fact, we won't have this five per cent, maybe four or three, or perhaps even two per cent of the total numbers of companies with contracts that will be able to settle only after the strike.

I frankly feel that we are asking for problems that really we don't want in this province. I don't think we want those kind of people operating something called a legitimate business, which is in fact a small army operation trucking people through picket lines.

I say to the minister that it is about time that he got up in the Legislature, or here or some place, and said that he is going to introduce legislation to ban the use of strike-breakers in that fashion.

There is no question in my mind that the economic balance between the majority of workers on strike and the company is very much in favour of the company, that the average individual, particularly in the situations that have involved strike-breaking and the use of the Driver Pool operation, have been those operations that have been paying down in the \$60, \$80-a-week bracket, the smaller operations in the Province of Ontario.

And the majority of people working in those situations don't have the backlog of financial resources to enable them to withstand a lengthy strike. And most people in this day and age can't find alternative work even if they want it. And so when you go on strike, generally speaking, the vast majority of people are actually living off whatever the strike pay will permit them to get. They are legitimately on strike and they stop the work. I just feel upset that we will condone in this province this kind of parasitic operation that will live off the backs of people who are, in fact, earning less than they need to live in this province, and the companies aren't smart enough to understand

that in the long haul they can't benefit from it.

And I ask the minister, when are you going to come in with some legislation to do away with this kind of nonsense?

Mr. Martel: Could I just add something to what —

Hon. Mr. Guindon: Well, —pardon?

Mr. Martel: Could I just add one comment before the minister replies? Because what this, in fact, is doing, Mr. Minister, is making labour look as though they are a bunch of bad guys. The whole arbitration and everything seems to be failing, because of the disruption that can be caused.

You come from a small community where you know the people. They have struck occasionally. Most of them don't want to strike. They don't want violence, but it is precipitated by this group, and I suggest, like my colleague, that, God, for the sake of the men, for the sake of the collective bargaining process and so on, move in on them, kick them out of the country if you have to. I think we have had enough of this nonsense!

Hon. Mr. Guindon: Well, I did make a few comments yesterday about this. This was —well it was brought up by Mr. Bounsall—and of course, at the time I said that certainly this operation from Canadian Drivers Pool certainly make our, as you have mentioned, make our work much more difficult, because it does create hard feelings. I'm very much aware of this; and then of course our people, our mediators have to pick up all the pieces from there and try to get a settlement. We're very much aware of this. As the Minister of Labour; if I could find where they are in violation or breach of the Act, I would even go so far as to take action myself.

Mr. Deans: I'll help you amend it.

Hon. Mr. Guindon: However, as you know, and this has been stated in the House on different occasions, there is presently an investigation going on.

Mr. Martel: There's presently violence going on too!

Hon. Mr. Guindon: It's going on, not only through one department. I know you can express some impatience, and I am perhaps more impatient than you are, although I have to restrain myself. But once we get a reply

and answer and find out a way that we can come up with something that will be effective, then I guess we'll all be happy about it.

But I realize, the same as you do, that it's causing us a great deal of headaches and hardships in our department. We keep other ministries informed — every investigation, or every bit of news or information that we get is transferred to them and we keep asking them to—we press for some action along those lines. But that's as much as I can say for today. I think the Attorney General (Mr. Bales) made it very clear today in the question period.

Mr. Deans: He did make it very clear, and that's what always worries me; because the Attorney General made it just as clear today as he did about six months ago, that we're going to have to wait until hell freezes over before something happens. There's going to have to be violence that results in death before we're going to see any legislation.

And this is what worries me about it. It seems that we can move at any other time to do any number of other things in the Province of Ontario, and I'm not criticizing you particularly—I want you to understand this. It's not the—I have a great deal of respect for the conciliation services that are offered in this province, and the mediation services that are offered in this province; I think that they probably rank as high as those offered in any other jurisdiction in the world. But you're handcuffing them.

The Ontario government is handcuffing them. They're making their job so difficult—because there are certain places, that seem to think that they have the right to use whatever means they wish in order to continue to operate. And this just isn't so in this province. We don't agree with that method of operation in this province. We just have to try and make it clear to them; and if it means a change in the law, then we'll have to change the law.

But we're not going to get by. It just isn't good enough to say that we're going to investigate. It is now over a year—I checked it—it's now over a year since we first started raising this matter, and we raised it during the last estimates and we've raised it in the House a number of times. They continue to operate on a day-to-day basis.

The operations are obnoxious—obnoxious to me, and I think to a lot of people in this committee, and I think to a lot of people in this province. I don't happen to think that that's a legitimate way to make money in this province. This is what is happening, that by

not taking action to bring in legislation that will outlaw the use of professional strike breaking, we, in fact, condone it. And by condoning it, we are legitimizing it.

In fact, I don't think there's anyone in this House who, if they went to a strike and saw the kinds of things that go on, and knew the people on the picket line, would condone it one minute longer than today. And this is really the problem.

I suspect that maybe if we could take the members of the House out to some situation where they're using them, and let them see what really happens, unbeknown to the Driver Pool and the company and the union involved. Let them see the kind of violence and nastiness that develops when a man's fighting to keep somebody else—not so much to keep somebody from taking his job, but to keep some outside person from making money off the strike. If we could show this, then I don't think we would have any trouble in passing laws to deal with it.

I suggest to the minister that this is a priority matter. It's not a matter to be considered in the fullness of time. This is a matter that has to be considered in the immediate future. Because this is a matter which will result at some point in the kind of destructiveness that we will all regret. It will result in the breakdown of what we've long prized as a very good and worthwhile negotiation process. I want to go from that to the next item, because there's another matter that is of real concern to me, and it centres around Bill 105. Not the bill itself—

Mr. Bounsall: Could I just interrupt here on this particular point.

Mr. Deans: Yes, sure.

Mr. Bounsall: You know it gets into another area—this Driver Pool situation. They've been involved in a strike out in Rexdale here, with Gidon Industries, that makes mufflers as you know. What they've done there is truck in the strike-breakers using their armoured trucks. They added an extra shift for the first time in the company's history about a month before the strike deadline came up, mainly immigrants to the country. So when the strike date came and the strike took place, they had at least a month of training, this group of people they are now trucking in.

There's two points with respect to it, through, that follow. It's been found that we've no idea what wage they're paying, but we're pretty sure they're taking advantage of this immigrant group in paying them—who knows what? Under the circumstances of the

operation, this group is probably not going to complain that they're not getting the minimum wage if they aren't.

And this group also has been found to contain people—immigrants to the country, visitors from other countries in our country—who do not qualify for a work permit or to be allowed to work in this country. So really they're employing people illegally. Some of the people they're employing are people who should not be employed.

The other point with respect to it is that this particular firm is the type of firm that we may well want to encourage in Ontario; 95 per cent of its products are exported, mainly to the United States.

Apparently Ralph Nader is interested in the standard of workmanship of the product now being produced under these conditions. Apparently he's already looked at a couple of the mufflers and got preliminary feeling that the mufflers weren't up to the standards of the mufflers previously produced. And now he is engaged—or said he would be, I don't know at what stage he is—in getting a slightly larger group of mufflers to compare with other mufflers, or other mufflers previously produced by this company.

My worry here is; here is a company employing Canadians who are producing a product mainly for export to the United States, and a person in that country might find that they are inferior. This company, and the Province of Ontario, could lose their export market for this product.

This, I think, is very serious, from that aspect alone—that due to the operations of Canadian Driver Pool, the strikebreakers that they are using, that company may well have its sales cut down drastically because of the inferior product that's being produced under those conditions. And that should be a concern of us all.

Hon. Mr. Guindon: Yes, well I've received the same information that you're giving me now from people who do work in that plant.

Yes, it is a matter of concern, but I would think the company would be quite penalized if they were to lose their business over in the United States. I suppose they must be looking at it themselves—you know, what's the use of having a plant. They employ about 200, but if they come up with an inferior product or low-standard muffler, they will eventually suffer in their business.

But just the same, this points out a fact that the same people, the Canadian Driver

Pool, are causing us some trouble; not only with Gidon, but with other—well with Dare Foods as well. We're all aware of this and I hope something is done fairly soon.

Mr. Martel: Why don't you introduce a bill?

Mr. F. Laughren (Nickel Belt): Madam Chairman—

Mr. Martel: Why don't you introduce a bill?

Hon. Mr. Guindon: Well I don't know whether the bill should be introduced from our department or not, if there ever is one. But I would certainly think that we have to get all the information first to make sure we're coming up with the right legislation, if necessary.

Mr. Laughren: Madam Chairman—

Madam Chairman: Yes, Mr. Laughren.

Mr. Laughren: What I don't understand about this, is why the Minister would say that the situation, the present situation is being investigated, and Canadian Driver Pool is being investigated. If it's the principle that's at stake here; you know—if the principle of hiring strike-breakers is what's repugnant, and what should be stopped then I don't understand the need for the investigations.

Because surely if it is the principle, and if you will admit that you yourself disagree with the principle of hiring strike-breakers, in a very highly organized and profitable way I am sure, then I don't think the argument holds water that you are conducting an investigation. If that is what is at stake here, then why is legislation not introduced and why the investigations?

Hon. Mr. Guindon: What we are looking at is the method they are using, because you have other companies, I think, that can provide similar services, and they are not known strike-breakers. It is the methods these people are using, that is why.

Even if you were the Minister of Labour, you would have to wait until you get all the information before you could give a full explanation or give more details.

Mr. Laughren: But how about the principle of hiring and employing strike-breakers? What is your position?

Hon. Mr. Guindon: Personally I don't like the idea of professional strike-breakers, that's for sure.

Mr. Bounsall: It is still legal, of course, to employ professional strike-breakers under the laws of this province.

Hon. Mr. Guindon: I would have to consult the Solicitor General.

Mr. Martel: Well it must be, it's being allowed.

Mr. Deans: It is! It's legal or you would have stopped it.

I was wondering, is the Solicitor General's the only department that is looking into this?

Hon. Mr. Guindon: No, as far as I know there are other departments and other ministries. I would think the Attorney General is very much involved.

Mr. Deans: Is your own department doing any investigation in the area?

Hon. Mr. Guindon: As I said earlier, we give them all the information we have, and we have complaints coming through our ministry of course, and we keep them posted on everything we get.

Mr. Deans: Have you compiled, in the last year, a list of the companies that have used Driver Pool?

Hon. Mr. Guindon: I would think we have this list.

Mr. Deans: Do we have it here?

Mr. R. Johnston: No.

Mr. Deans: We do not. Is it available?

Mr. R. Johnston: We would only know of those that we hear about, because certainly in a number of cases it becomes an issue as such in the attempt to conciliate the dispute.

Mr. Martel: It sounds like the twenties and the thirties.

Mr. Deans: You agree that any investigations of this matter would require a thorough investigation, not only an investigation of the incidents that happen to come to our attention through the press? That surely there is an ongoing investigation into the operation of Driver Pool, to find out where in fact they are employed, and under what conditions they are employed and what the terms of their employment are; and whether or not in fact they do enter into agreements with companies, agreements which are bordering on or perhaps even illegal in the province of Ontario.

Mr. R. Johnston: I think that is the kind of thing that is being examined. In other words, as the minister said, the methods at the moment are the thing that we are studying more than the principle that has been mentioned.

The principle you mention, whether strike-breaking should be made illegal, is a very complex subject. It is related to the whole business, as you know if you read Mr. Rand's report and other discussions on this whole subject. It can't be discussed in isolation. It has got to be discussed in the same breath as the discussion of whether strikers should be allowed to take other employment.

And there is anything but a consensus on the idea that Justice Rand advanced that we should at one time, quite apart from the enforcement problems, make both strike-breaking and the taking of other employment by strikers both illegal.

I think there would be all kinds of problems in trying to do that. I think, without taking one side or the other, the response on that double-barrelled issue, when it was raised by Mr. Rand, and it has been raised by others as well, was such that I don't think any Minister of Labour would find it very easy to make a decision that would be reasonably acceptable to both sides.

I might say in regard to what Mr. Martel has said, we have had violence on picket lines before we ever heard of Canadian Driver Pool. Canadian Driver Pool is certainly not making life any easier for us, but to suggest that it is something that has happened in the last year as the result of the advent of Canadian Driver Pool is—

Mr. Martel: I am not suggesting there was never violence on any picket line. What I am saying is that the present situation is deliberately manipulated to bring about the violence; and it causes terrible violence.

Mr. R. Johnston: It is a bit of a chicken and egg thing.

Mr. Laughren: There has been violence on the picket lines in the Sudbury area too, but I can guarantee you that if you brought Canadian Driver Pool up to get involved in the strike in a trade union town like Sudbury that all hell would break loose. That argument doesn't hold water.

Mr. Martel: You would never worry about Canadian Driver Pool again.

Mr. Laughren: No you wouldn't.

Mr. Martel: They would be non-existent!

They go in, and they are like parasites; they prey on strikes that involve women; small, weak unions; and they pick their spots. Let them come to Sudbury to take on either the Mine Mill Workers Union or the Inco strikers!

I have been involved in a strike where guys tried to cross a picket line right from the union. They bounced all the way down the hill. Now I can suggest to you if Driver Pool came in! I can recall the 1966 strike where they sent 300 OPPs in—or 1969—which was foolish; because in fact you almost asked for a war.

And I tell you Driver Pool—you wouldn't have another problem with them, Mr. Minister. They would be gone from the scene. They would wipe them out.

Madam Chairman: Mr. Bullbrook, did you have a comment?

Mr. Bullbrook: Madam Chairman, I wanted to make a comment, not along the same line as Mr. Martel is making. Although I recognize the necessary vigour of what he is saying, I don't really feel that violence on the part of the trade union against the strike-breakers is a solution to the problem.

Mr. Martel: I don't think it is the solution.

Mr. Bullbrook: But may I say Mr. Johnston, I sat listening, and listening to you. I thought we attempted to come to grips with what Mr. Justice Rand was talking about when we did the bill in connection with the construction industry. Can somebody help me with the number?

Mr. R. Johnston: Bill 167.

Mr. Bullbrook: Bill 167. Because there we were talking about the very thing that is coming up now. We recognized that in that industry, continuously, we had been faced with that lack of reciprocity which is the very essential kernel to good collective bargaining, right?

And that is that you just don't have the necessary impetus towards a solution to a strike unless you have the fact that the employee is without work and the employer is without gain. If you don't have that, Madam Chairman, then you don't have the necessary burr under the saddle, you don't have the catalyst on the part of both parties, imposed upon them to attempt, in good faith, to come to a solution.

That is why I think Mr. Minister, that you and I are in agreement. But I do disagree that you can't do something about it. Some

day, surely, some government in the Province of Ontario is going to have to come to grips with that.

I recognize there isn't a simple solution to it. You just can't write a statute that outlaws strike-breaking; not that my colleague from Wentworth meant that, but the intent of his remarks I agree with.

I think that where you have companies—you see there is some validity that, the best that could be said with organizations such as Canadian Driver Pool; and that is that there is some validity in their existence in connection with illegal strikes. But I see no validity at all in connection with their existence relative to legal strikes.

I don't have the solution to the problem, but we attempted, if you will recall Mr. Johnston, to come to grips with that in the construction industry. I know in my own area back in 1967 we had that tremendously long strike. One of the problems that faced the contractors' association was that the trade union employees were all working elsewhere during the course of the strike. They were in no hurry.

So it is like two sides of a slice of toast. It just doesn't go one way. Often management finds that despite its good faith intent that the unions themselves, especially in the construction industry then, weren't in any hurry to arrive at an agreement.

That is why we attempted, through the enlargement of the bargaining units themselves, to make the contracts somewhat coincidental. We attempted to carry forward that reciprocity, that needed reciprocity essential to collective bargaining.

But I say to you, if I might through the chairman Mr. Minister, that I really think in connection with legal strikes that you are going to have to come to the conclusion that some day if people are legally on strike and their bargaining unit is represented by an agent duly certified through the laws of this province, then you are going to have to come to grips with whether their employer should be entitled to carry on business in those circumstances. That really is the essential question that has to be answered. I realize, Mr. Johnston, you are quite right when you say that there aren't any simple answers to it but this is part of it—and I am going to finish—I think we are all concerned, as I have expressed in the House on so many occasions that I hesitate to do it again.

If there ever was a need in the Province of Ontario for the establishment of a select

committee where you can put us to work to assist you, Mr. Minister, because we obviously all have conveyed here a certain recognition on our part that you do also recognize what we feel about these things, this is the area for it. If we could establish a select committee, I see nowhere in the democratic world that we could lead any better than we do than in assisting your department to come to some conclusions in connection with essential problems that always seem to be assessed, if I may say, by people of great expertise, academics, people who have been involved in the procedure, such as Judge Rand, Judge Little, and Judge Anderson, people whom we admire and respect and with whom I on a personal basis have dealt many times in arbitrating both management and labour in arbitration matters.

But the time has got to come to recognize that it is we, as legislators, this cross-section of 117 who have to come to an evaluation about compulsory arbitration and about secondary picketing and about whether we should be into province-wide accreditation of both management and labour, for example in the construction industry; and about this essential question of the use of the so-called strike-breakers on a legal strike.

Hon. Mr. Guindon: We did, finally, Madam Chairman, recognize this, because as you are aware we have appointed, or will be shortly appointing, a steering committee to advise the minister. As I stated then, this committee would be small in number but it will represent the top drawer men from not only management but also labour.

Mr. Deans: Will it include some of us?

Hon. Mr. Guindon: The committee won't be very large, except that there will be advisory boards to the committee representing a great number of trades. I think we can accomplish something. We are dealing here with preventive mediation and getting the construction industry a year ahead of time before the contract is open; so that's the area we are working in.

Mr. Deans: I want to talk about something else in a moment, but I want to get some clarification on the difference between a lockout and a strike. In the case of a strike, the company is entitled to continue to operate. In the case of a lockout, has the company got the same entitlement?

Mr. Johnston: Oh yes. There is no difference.

Mr. Deans: I thought it did, and I just didn't want to be caught off base on it, but it just strikes me that there is something drastically wrong with that.

If the company decides to lock its employees out legally, it then has the right to hire new people to take their place. There's something wrong with that situation. I suppose in my very broadest outlook of things, I might say to you, although I don't really believe it, but I might concede that for the sake of the argument, that in the case of a strike there might be some right of the company to operate, although I don't frankly see it; but nevertheless, suppose there is.

However, in the case of a lockout, where a company takes the initial action and locks the people out and then has the right to bring in new people to replace them, that strikes me as a very stupid situation.

Mr. R. Johnston: It's almost an academic issue. We have so few lockouts.

Mr. Deans: So few that are recognized as lockouts, I often wonder how many strikes are, in actual fact, the result of the company not negotiating in good faith, and in effect just outwaiting the worker in order to create a strike situation rather than a lockout.

What we are talking about really is the willingness of any company to sit down and bargain in good faith. The company can sit and sit and sit, and if they are only prepared to offer 2 cents an hour, it is extremely difficult, as you know, to get any kind of action on a bargaining in good faith problem.

Hon. Mr. Guindon: That's the secret. They have to bargain in good faith. There must be trust—

Mr. Deans: That's right.

Hon. Mr. Guindon: —and confidence on both sides, as I see it.

Again, I don't have that much experience but I think it is most important that there should be confidence in both management and labour, and trust between the two. This is what we want to instil in the minds of our people, both labour and management in this province. If we look at other jurisdictions in North America, we find—and personally, I am of that opinion—that compulsory arbitration doesn't work that well either. Far from it. Then, on the other hand, you

have to realize that any company that's not profitable will close its doors. I have seen it in my own town, happening so quickly. Nobody would ever think that Courtaulds (Canada) Limited in Cornwall, with an investment of millions of dollars, would eventually close their doors; and they have done it.

Mr. Deans: I am going to talk now about compulsory arbitration, because in actual fact it was the point I wanted to raise with you in any event, and I will do it in a little different way from what I had intended.

When you take a look at the jurisdictions that have imposed compulsory arbitration, all that they have done, as far as I can see, is they have moved from a position of having a legal strike to a position of having an illegal strike. That's all. What used to be legal strikes and quite correct within the law are now illegal and outlawed, but they are still happening.

I am concerned because this government has now taken a step which is, in my opinion, a backward step. They have agreed to the principle of compulsory arbitration. I happen to abhor the area in which they moved and the way in which they did it. I happen to think they imposed compulsory arbitration upon people, who had never ever abused any rights that they had.

I think that was a terrible error on the part of government. But aside from that, I see it carrying on from there. What the government has done by doing this is it has established in the minds of those employers, who never really did care too much to negotiate anyway, the fact that the government is now thinking about, seriously thinking about, and in fact even more have gone ahead and instituted the first step toward compulsory arbitration in the Province of Ontario.

A great many of these employers, at the municipal level to begin with, and going from there out into the private sector, are now beginning to take a look at the government. They think if they create sufficient turmoil, as they have always done anyway, maybe the government will do the same thing for them and get rid of all this nonsense that they go through and which they consider to be a bit of a pain rather than an obligation.

I am really concerned that the government has, by its actions in regard to the civil service, reinforced the thought in society among certain kinds of employers that if they wait long enough, if they fail to negotiate in good

faith, and if they push hard enough, the government will move into their area and they will make compulsory arbitration the order of the day there.

I think it is about time that the government stood firmly in its place and said that first of all it does not believe that compulsory arbitration is the answer to the problems of the people of Ontario; that to begin with the majority of people do bargain in good faith; that the majority of people—and that included the civil servants by the way—do reach amicable agreements; that the majority of people are concerned about the Province of Ontario and its welfare; that the majority of people do have a conviction about what's best for this province and they work towards achieving it; and that they—they being the government—are not going to become the patsies for the five per cent who refuse, on either side—to accept their responsibilities. The five per cent who refuse to recognize that they have an obligation, not only to themselves, but to other people in the society to sit down at negotiating tables and try to come to satisfactory agreements.

I sense across the province a feeling among people that, if they wait long enough, this government will move out from the civil service into the other sector, and will in fact impose compulsory arbitration piece by piece across the province until finally it will become the order of the day, rather than what we long tried to foster, a good negotiation climate, helped along considerably by the conciliation services of the Department of Labour.

I would like to see the government justify what it did in the case of the civil service. That will be a day in my life when they ever justify what they did in regard to the civil service in this province, taking into consideration the history of negotiations between the Civil Service Association of Ontario and the Province of Ontario, recognizing that there has never been, to my knowledge with the bulk of the civil service who now come under the new Act, any hint, let alone any obvious action towards taking a strike vote even; towards even using the rights that they previously had let alone abusing them.

When the government moves the way it did in the last three weeks and takes the kind of punitive action against people who in fact don't deserve it, it leaves others out in society with the view that perhaps this government is beginning to move in the direction of abolishing the right to strike.

There has to be a pretty clear picture painted of what happens to jurisdictions when arbitration becomes the order of the day as opposed to the normal negotiation process. What does happen in jurisdictions like Australia, as I mentioned before, and in other jurisdictions where they take away the right to strike. In fact all that we do have happen is we go, as I say, from a situation of legal strike to a situation of illegal strike. Work stoppages are just as frequent as they ever were; or perhaps in some instances they are more frequent than we had before.

As the Minister of Labour representing the government in this area, you are going to have to prepare a carefully-worded statement about government policy; pointing out that you don't agree that there should be wholesale application of arbitration; that you don't agree that there is going to be in the Province of Ontario the abolishment of the right to strike; and that you don't agree that arbitration provides a better means of solving labour disputes.

I'm looking to you to do these things. I expect it from you.

Hon. Mr. Guindon: Well in reply, I must say that I have to disagree with certain points you have raised.

Mr. Martel: Well you—

Hon. Mr. Guindon: Well just wait; I am not talking about the whole—

Mr. Martel: Well, you started the—

Hon. Mr. Guindon: —principle, but I mean I think we have shown in the last five or six weeks how much this ministry believes in collective bargaining—and I am referring to the garbage strike that took place here in Toronto.

Mr. Deans: I commend you.

Hon. Mr. Guindon: Well, you can imagine the pressures; and I have no doubt in my mind that public opinion at the time was certainly in favour of government action. But I think we have shown to everyone that we believe in the collective bargaining process; and we have done it. And this to my mind is better than just a statement in the House; this is action in the field.

Mr. D. C. MacDonald (York South): You have cancelled the civil services legislation!

Mr. Deans: The problem is that—

Hon. Mr. Guindon: You are talking about the public sector now.

Mr. Deans: No, but the public sector didn't deserve to be the whipping boy. The public sector had done nothing to deserve that kind of restrictive legislation. It had done absolutely nothing to deserve it. It was not right to use them as the whipping boy for all of the frustrations of the government in dealing with managements that are pressing them outside; and perhaps with a whipped-up feeling of emotion throughout the general population at this time.

The civil service of the Province of Ontario was dealt with improperly. And because they did that, because they did it without any justification, I'm having a lot of difficulty in believing that at some future date, when it appears to be politically appropriate, that the government won't do similar things in the other sectors of society.

Hon. Mr. Guindon: Oh no, I wouldn't agree with that. Because in the garbage strike, I think politically and in every other way, shape or form, it might have been a very popular move; but it wasn't used.

Mr. Martel: Certainly the impression is abroad that strikes are rampant, that the collective agreement procedure has fallen down. Your own back benchers will tell you the process is antiquated; and yet they don't accept the fact that 95 per cent of contract disputes are resolved without any strike action at all.

Hon. Mr. Guindon: Well, when you consider the labour unrest all over the world, and particularly in this country, I think we can be very proud of our record in Ontario.

Mr. Martel: Right, but that isn't what comes out in the press, Mr. Minister. What comes out in the press is there is all kinds of labour unrest, just rampant. And I don't buy that, based on the figures which you yourself have presented.

There are only five per cent of the collective agreement negotiations that occasionally lead to a strike. I can tell you when that bill was being discussed I talked to your own people, and many of them held the opinion that there were far too many strikes and the system was bogus, and it was falling apart at the seams. And you yourself will refute this; and I appreciate the fact that the minister refutes it.

But that isn't the belief across the country, Mr. Minister; and I think sometimes it is deliberately designed to make it appear—

Mr. F. Drea (Scarborough-Centre): I didn't know Mr. William Mahoney was a member of our party, and he said it 10 years ago. And I think you know who Mr. William Mahoney is.

Mr. Deans: Said what 10 years ago?

Mr. Drea: That a strike in certain aspects of collective bargaining process is obsolete; and he is not a member of our party.

Mr. Martel: People don't like to strike. Anyone who thinks that someone likes to go out on a strike is off his rocker. Workers don't like striking.

Mr. Deans: I don't think there is anyone who denies that there are certain times when striking is most obnoxious; in fact under most circumstances. I think anyone would agree that there are things that can be improved in the collective bargaining process. But you can't improve the collective bargaining process if, in fact, the end result is compulsion; and that's the problem.

This is all that is being said. There is this sense that you have taken a group who never abuse their rights—who, in fact, don't use them, never mind never abuse them—and you turn around and you impose restrictions upon them. This is the whole problem in that particular legislation.

First of all, is is not sufficiently discriminatory to determine what essential services are; and secondly it has not compensated them for the loss of the right to strike by providing them with much widened collective bargaining scope. You are inhibiting the rights that have been, I think, traditional; and you are doing it in a very arbitrary way.

I'm afraid for what may happen as we go out from the civil service to other sectors. Perhaps next we will have it in the municipalities; and from the municipalities out into smaller industries, and on and on. Who knows; I don't.

But I always worry. Because it seems as if there need never be justification and that in fact the easy way out is the way that is taken. That is evident in that last Act; it was evident in Bill 105.

But rather than sit down and try to come up with a sensible conclusion as to what were essential services in the Province of Ontario—following the province of New Brunswick, which brought in enlightened legislation. By

God if they can do better than we can, then there is something drastically wrong!

They can bring in legislation and they can designate essential services and they can widen the scope of bargaining to permit those people who are losing rights that they never had the widest possible scope for discussion about all of the things that pertain to their employment.

In this province we do exactly the opposite. We pick people who don't abuse rights, who have never used the right to strike; we inhibit their right to collective bargaining and we do away with the right to strike; and if that isn't regressive God knows what it is.

Mr. MacDonald: Madam Chairman on this point, let me just add one bit. You may live to rue the day you did it. Because you are creating a sense of frustration among a group that has been pretty docile. I put it bluntly; pretty docile. You are going to create frustrations so they will strike.

You won't stop them if they get mad enough. They are going to strike. This business of barring strikes doesn't stop strikes, because it is a free country. The day will come when people will just say, "to hell with you"; and then go on strike.

But I want to go back into the private sector. You are doing exactly the same thing in the private sector. For example, in your Labour Relations Act it says, "there must be bargaining in good faith."

I submit to you that in Dunnville, with that company down there, that when they go into bargaining they hold a blackmail sign over the head of the people. They say: "Look, if you go on strike we are going to move the plant out of the country."

That's bargaining in good faith? What does the government do about it? Nothing! That's an open invitation to a strike.

Take the Dare food plant in Kitchener. You you have been studying this racketeer, Canadian Driver Pool, for months. He is a racketeer! He should be locked up! He should be in Kingston penitentiary! And you've been studying what you are going to do with him.

Now he moves in. The company had to learn the hard way. They brought him in. If they are going to bring in a racketeer on their side to try to keep the plant open, the workers have no alternative but to treat a racketeer the only way you can treat a racketeer; and that is with violence. After a day of broken windows the company said, "well maybe we're not winning this battle;" so they called a halt on it.

But it is your fault. This racketeer should have been put out of business. How long are you going to study the operations of this man before you come down with some conclusions?

Mr. Martel: Ad infinitum!

Mr. MacDonald: Now, you are creating frustrations out there that will result in strikes, while all the time beating your breast and deploring strikes, in the private as well as the public sector.

Hon. Mr. Guindon: Well as I said earlier, if anyone can prove, including the hon. member, that they are operating in violation of any of the Acts that I have to administer, I would be the first one out there.

Mr. MacDonald: Look, if you've come to the conclusion that it isn't one of your Acts, okay. But there's somebody else in this government; you're one of a team, which happens to be called the cabinet. And if a man is engaged in organized strike-breaking and you can't find in your department, the Attorney General's department or somewhere, the necessary legal power to cancel the licence of that man to stop him from continuing that kind of activity, then you're not very imaginative as a government.

Hon. Mr. Guindon: Well, we said that we were looking into it—and we are.

Mr. MacDonald: Well you created what's out in Kitchener. Don't blame the workers. No red-blooded Canadian is going to sit there and watch a racketeer come in and take his job.

Madam Chairman: Mr. Drea.

Mr. Drea: No. Sorry, Madam Chairman.

Mr. R. B. Beckett (Brantford): Madam Chairman, I want to get back to something that Mr. Deans mentioned, and which I can't agree with.

Perhaps I misunderstood him, but I hope he wasn't inferring that it's his opinion that municipalities are dragging their feet on negotiations with the hope that eventually this government will put in further legislation that will stop the bargaining procedure at that level. Because I personally don't believe that.

From my municipal experience there's nothing worse than being on a municipal council when there is a strike in your community, and I can't see any municipal council

—and I hope he didn't infer this—any municipal council fostering, permitting or doing anything to let a strike go on. Because it's dynamite for a municipal council, particularly in a small community; I can't believe they would do that. I hope I misunderstood him.

Mr. Deans: Do you think for a moment that there was honest-to-goodness bargaining in good faith by the municipality in Toronto during the garbage strike?

Mr. Beckett: Well, I think you should—

Mr. Deans: No, I ask you—

Mr. Beckett: No, I want to know, did I infer wrong, first of all? I don't think you can make a general statement such as that; you might be able to do it specifically, but you can't make a general statement that municipalities do this.

Mr. Deans: You are, in fact, wrong; but since you raised it, that's fine. I say to you, in the specifics, that I believe it was the purpose and the intent of the Metropolitan Toronto Council not to settle until the Minister of Labour had imposed compulsory arbitration. It was only the strength of the Minister of Labour that kept them from achieving that end.

I don't think that they're isolated in that view. You may say that Brantford's a different thing—

Mr. Beckett: Well, I would just make the one further point: I can't believe municipalities would do this. There may be some isolated cases, but I don't think you can make a general statement that they do this.

Because in my experience a municipal councillor's life becomes very miserable when there is a strike of any type in his community.

It splits the community and it gets people upset in a most terrifying way, so I can't see how they would do this.

Madam Chairman: Mr. Drea.

Mr. Deans: If the hon. member is speaking of Brantford, he may do so; he has much more experience in that area than I have. But I certainly do believe that in the city of Toronto, it was their sole intention.

Madam Chairman: Mr. Drea.

Mr. Drea: Madam Chairman, it seems to me that with all the talent assembled in this room, we are really begging the ques-

tion on many of the things that we bring forward on the question of strikes.

If we want to go through the polemics of the situation, those on the other side of the room will know my feelings about such companies as Canadian Driver Pool and many of their predecessors; many of their predecessors were identical. Quite frankly, Madam Chairman, I think many people in this room know my position on a great many of the issues that we're discussing today.

But again, I really think we're begging the question. I could sit here for an hour and I could tell you about the obsolete strike weapon, but I'm not going to; I think you all know what I'm talking about. I could talk about Mr. Mahoney or Mr. Weisglass, who are not of this party, and I think you would have some commendation for some of the theories that they've put forward. I'm not going to do that.

I could talk about myself. I could talk about the very fact that because the strike vote was in effect—and that's as obsolete as the strike too—I am unemployed. I'm not going to do that. But it seems to me that if we're going to talk about strikes and lock-outs, about the issue of strike-breakers, about whether the bargaining unit should be allowed to go back in, whether you should be able to recruit from the outside, or any of the other technicalities of modern labour relations procedures, we are still begging the question.

The fundamental fact that I think all of us agree upon—at least I would hope we all agree upon—is that the strike, as such, is really obsolete. And the fact is that a Canadian labour leader of immense significance, Mr. Mahoney, a man I worked for and a man I think a great deal of, said it 10 years ago. George Meany, who I suppose, has a comparable role in the United States, said it a year ago. Of course, both got great headlines. Okay, this is fair game too.

But the fact of the matter, Mr. Minister, is that we talk about these things, we agree upon these things, we decry the personal waste, the economic waste, the social dislocation and all the other things, but we never come down to the real question. And the real question, the obvious question, is that since just about every thinking person agrees the strike or the industrial dispute is obsolete and no longer needed, there has to be an alternative to that.

Mr. Deans: Well, what is it?

Mr. Drea: I for one am getting very tired of the talk that the strike, etc., isn't the answer. All right, fine; every thinking person agrees upon this. I think the onus in committees like this isn't to discuss the minute variations upon the strike, because the major industrial employers in this province do not use firms like Canadian Driver Pool—not a big steel company, a big mining company or any one big.

The people in this room—and I don't include you—the legislators of this province are responsible for the fact that Canadian Driver Pool exists. We haven't sat down and put our heads together, in conjunction with people of similar positions in other jurisdictions, to come up with an alternative to this.

I think that until someone here or someone in responsibility, whether he is on the management side or the labour side or someone in the public sector, comes up with some ideas toward an alternative, I really think we're begging the question.

We can play with this all day. There are abuses on both sides. Everybody's going to agree on that. There may be abuses in the public sector, but I don't really think there has been any abuse by the people who are outside of the direct responsibility of the strike, the lockout or what have you in Canada. I really think that all we do is beg the question.

Instead of the oratory and the horrendous documentation about how something that was traditional and evolved, was legalized by the courts and came into being, rather I think the function of a committee that wants to look at this is to offer alternatives, event at the risk of losing your neck because the suggestions may never be followed out. There have to be some positive alternatives, rather than, as I said before, the horrifying examples.

Mr. MacDonald: Well, Madam Chairman, can I respond briefly? He's correct in pleading for some answer to this, instead of breast-beating. But, with respect, he has missed the point, and I want as quietly as possible to try to make the point.

Let me start this way: I remember dear old George Wardrope got up in the House six or eight years ago and read a quotation from Time magazine about the wonderful labour-management conditions in Sweden. There had been so few strikes and so on — it was a typical Time magazine exultation with regard to the ideal

labour-management conditions in Sweden. Dear old George missed the point. Of course, Sweden has had a democratic socialist government for 25 years. And here is the answer to it—just listen; I listened to you. You wanted an open mind and now yours is closed.

Mr. Drea: I didn't propagandize that way. However, go ahead!

Mr. MacDonald: Just let me make the point. They haven't got as many strikes over there because the Labour Relations Act isn't loaded against labour. They've had a government which has balanced the Act. And labour has a growing confidence that the Act isn't a mechanism by which government sits idly on the side of management and ignores violations of the law.

Now if you're going to get governments that are willing to bring in a Labour Relations Act which isn't loaded against labour, then he is correct. Labour doesn't need to be told that the strike is an outmoded weapon. Nobody suffers more than labour in the course of a strike.

Why do they use the strike? They use the strike out of desperation, because there is no other weapon. There is no other weapon, because the Labour Relations Act is loaded anti-labour.

If you sit, as a government, and tolerate that company down in Dunnville not bargaining in good faith, holding a club over the heads of the workers saying, "If you go on strike, we'll move the plant out". If you sit idly by while the racketeers in Canadian Driver Pool go into Dare.

Or if you sit idly by, for example—in Acme Screw and Gear in my own riding last year, where the companies have discovered a hole in your Employment Standards Act as big as a barn door. They can drive a truck through it.

You have passed an Act that says they must give notice if they're going to lay people off. The companies, with their ingenious lawyers, have discovered all they've got to do is get into a strike. And then say to them, "Look, either you accept no wage increase at all, or else we'll fold up the plant." And they fold up the plant with no notice at all, in violation of your Act, the letter as well as the spirit of the Act.

What do you do about it? Nothing!

Now you try to persuade labour. I've only cited three instances—if I were to put my mind to it I could give you 50.

Mr. Drea: How about the Telegram?

Mr. MacDonald: Good! Good! Very good!

It took an awful lot of pressure to get an investigation to find out what went on in The Telegram.

Mr. Drea: No, but the day after The Telegram was about to close, everybody offered a 10 per cent wage cut. A cut!

Mr. MacDonald: I want to come back to the point that Mr. Drea was making; namely that if labour is persuaded the strike is an outmoded weapon, you don't need to try to argue with them not to use strikes. And if you seek, as an alternative, some sort of legalistic kind of straitjacket that will try to keep labour in hand, so to speak, you're going to end up with a worse situation.

This is a free country, and you've got to act in good faith. But you can't have good faith between labour and management if labour isn't persuaded, with validity, that the Labour Relations Act is loaded against them. And the government sits idly by and won't alter it, in the instances of the three cases I've cited to you.

Madam Chairman: Gentlemen, I think there's been considerable discussion on Item 3. Are we ready to carry the vote? Item 3?

Mr. Bounsall: Madam Chairman, may I just ask one more question as it relates to figures here. We've heard various times in this vote about the very small percentage of contracts which end up in a strike.

It's 96½ per cent of the firms signing their contract—certainly over 95 per cent. Many of these firms are small ones, I understand. Often in the case of signing their first contract, they're new in the area of labour relations and so on. The figures for a couple of years ago, in terms of man-hours lost through strikes, compared to the man-hours worked in the province, was a very small percentage—less than 0.5 per cent.

Mr. R. Johnston: Two-tenths of one per cent.

Mr. Bounsall: It's now two-tenths of one per cent.

Mr. R. Johnston: In the last year that we have on record in the department.

Mr. Bounsall: That was the figure I was asking. It's now only two-tenths of one per cent?

Mr. R. Johnston: But it can fluctuate pretty readily. The year we had all the construction strikes, which was 1969, I guess, it was eight-tenths of one per cent. But it's never been over one per cent, that I know of.

Mr. Bounsall: It still remains under one per cent, and this past year was only two-tenths of one per cent.

Madam Chairman: Thank you, Mr. Bounsall. Item 3 carried?

Item 4 carried?

Mr. Bounsall: No, Madam Chairman, I have just a couple of questions here.

On this, there's the figure for salaries of \$31,900. Does that in any way involve payment to the arbitrators? I assume it doesn't.

Mr. R. Johnston: No, it is just the staff of the commission and the per diems to members and this kind of thing. The payments to arbitrators, I guess, would come out of "services".

Mr. Bounsall: Oh, I see. The arbitrators' payments does come out of services?

Mr. R. Johnston: No. In most cases the parties themselves pay the arbitrators, so that we're only involved in paying the arbitrators where we appoint them in interest disputes, and this kind of thing.

Mr. Bounsall: I see. That really was the question. What are the instances—

Mr. R. Johnston: There is little money in here for that purpose.

Mr. Bounsall: —in which you would pay the arbitrators, and it would come under "services"? What amount of the services? Would you know? Ten per cent of it or—

Mr. R. Johnston: It is quite a small amount. I don't know that I do have the exact figure.

Mr. Bounsall: Okay. One other thing that struck me on this vote. Here again you have a decrease in the estimate for this coming year as opposed to the 1971-1972 estimates. This would not be tied, of course, to the removal of the six areas out of your department. I guess you wouldn't think it would be. What's the reduction—

Mr. R. Johnston: Well actually, the reduction isn't that small, as you know. It's from \$116,000 to \$93,000. It simply reflects the fact that we haven't spent the full amount. The commission has only been in existence for a very few number of years. Initially the

budget—as it's turned out—was probably set a little higher than we actually needed. Now that we've had the experience—

Mr. Bounsall: This is a more realistic budget then?

Mr. R. Johnston: Yes.

Mr. Bounsall: For what it's doing?

Mr. R. Johnston: That's all there is to it.

Mr. Bounsall: One final question, in the description that you handed out of the commission, you said that the commission formulated criteria to govern it in determining the acceptability of a person for approval. Is that criteria available?

Mr. R. Johnston: I'm not sure that it's published. But the members of the commission, who equally represent management and labour, the six of them, and the chairman who's Judge Little, had as one of their major preoccupations in the early years, a couple of years ago, trying to decide what would be the sort of things that would justify appointing an arbitrator to the approved list.

That includes things like experience, demonstrated acceptability by the parties and this kind of thing. So that they have a sort of internal working arrangement. They have a set of criteria that they're following. It hasn't come down to a kind of an examination. It's not all as empirical as that, I'm afraid.

Mr. Bounsall: Are there any women on the list of 36 accredited and 21 applicant?

Mr. R. Johnston: Yes.

Mr. Bounsall: There are. How many women would be on that?

Mr. R. Johnston: One, I think.

Mr. Bounsall: There is one? So we certainly can't be said to discriminate, at least as long as there's one.

Mr. R. Johnston: Well, it is a reflection on the fact that there have been very few women operating in the field. If they start to come into field and they can get acceptability, they'll get on the list. We'll be glad to see them.

Mr. Bounsall: That is partially why I'd be interested in seeing the written-down criteria. I've no doubt that it leans pretty heavily on experience, and experience in certain areas.

Mr. R. Johnston: No experience in this area.

Mr. Bounsall: In this particular area? Now that you have a list of arbitrators, how really does one get experience then? You'd automatically think, in the labour relations disputes around the province, of applying for one of your approved arbitrators. How does one, therefore, get experience outside this area?

Mr. R. Johnston: Well, other people get experience because frankly the list we have doesn't begin to meet the demand.

Mr. Bounsall: Oh, I see.

Mr. Johnston: The parties themselves find arbitrators in the community and elsewhere. And they get into the field that way, and they get to be known by other unions and other managements and the first thing you know, they've built up a small bank of experience. Then they can apply to the commission and be put on the list.

Mr. Bounsall: Yes, I understand.

Madam Chairman: Item 4 carried?

Mr. Bullbrook: It is established policy now not to use anyone in the judiciary?

Mr. R. Johnston: In the provincial judiciary? No, we're still using them.

Mr. Bullbrook: What about in the country judiciary?

Mr. R. Johnston: Well, the odd one will serve. But as you know, they can't be compensated. This has been a very effective way of reducing their activity.

Mr. Bullbrook: Well, without disparaging the bench, it's a very interesting comment.

Vote 1703 agreed to.

On vote 1704:

Madam Chairman: Vote 1704, item 1, carried?

Mr. Bounsall: No, Madam Chairman.

Madam Chairman: Mr. Bounsall.

Mr. Bounsall: On the Human Rights Commission. It's in this commission, Madam Chairman, that you plan to introduce the sex and marital status?

Hon. Mr. Guindon: Right: sex.

Mr. Bounsall: Just sex?

Hon. Mr. Guindon: And marital status.

Mr. Bounsall: Sex and marital status; right! The minister has mentioned this several times in the last month. I think that that is coming in. Will we be seeing this introduced this month?

Hon. Mr. Guindon: I would hope so.

Mr. Bounsall: You would hope so. Right?

Hon. Mr. Guindon: Yes.

Mr. Bounsall: This relates, perhaps, to one of your other statements today about not introducing anything that you can't enforce?

Hon. Mr. Guindon: Exactly.

Mr. Bounsall: I would think that you would have—just on the surface—I certainly am in favour of this introduction into the Human Rights Code. This is going to add a great workload, however, to the Human Rights Commission, would it not? An introduction like this?

Hon. Mr. Guindon: I would think so. More cases to deal with.

Mr. Bounsall: Yes. Well, continuing on this, the description of it that was handed out talks about the number of formal complaints that the Human Rights Commission received, and I, for one, am quite surprised to see that only less than a third of that number came out in the area of informal complaints. To me, there are loopholes in the particular—not so much loopholes in the Act, the code—I feel the code, in many areas, is not adequate. I would have thought a great many complaints would have had to be dealt with on an informal basis. Let me give an example.

Hon. Mr. Guindon: Pardon me! Did you say on a formal basis?

Mr. Bounsall: Informal.

Hon. Mr. Guindon: Informal.

Mr. Bounsall: I'm surprised that the informal complaints reported are much fewer in number, less than one-third, not quite a quarter of the formal complaints because of the way the code is. For example, the code speaks to not employing someone on the basis of their race, colour, creed, nationality, ancestry and place of origin, and so on; but it doesn't rule out, and this is where you get so many complaints, and this would concur in all the areas, a derogatory epithet applied to a person because of one of those areas—race, colour, creed and so on. Which doesn't directly, of course, in the case of his applying for employment, indicate that they are

not going to employ him or her. Or when, on the job, one of these epithets applied doesn't indicate that they are not going to continue to employ that person.

Yet, it certainly is something which the Human Rights Commission would want to investigate; would want to cause to be decreased; would want to cause to erase; certainly in the terms of the employment situation. And the only way—because the Act specifies violations in continuance of employment, or initial employment, but says nothing about the type of treatment you get when employed or perhaps while applying—the only way this type of thing must come in as an informal complaint.

I would think this is fairly common. I have run into it, I guess, well certainly more than once in my own area since my election, and this has to be treated on an informal basis because it is that. The management hasn't said: We're not going to continue to hire you. Or they haven't said, with respect to the racially derogatory epithet being applied while hiring, they are not going to hire them for that reason, yet, the prejudice is there.

The situation is there and it has got to be informal. The person making the statement, the company involved, or whatever group is involved knows, really, that there is no way under the code that they can be charged.

Hon. Mr. Guindon: I think that this is, perhaps, a matter of definition. Perhaps I could call on Mr. McPhee to explain better than I can.

Mr. MacDonald: They are cutting off the expert.

An hon. member: Yes, we're not hearing their explanation.

Madam Chairman: This is not very nice, gentlemen.

Mr. R. Haggerty (Welland South): A slap shot!

Mr. R. W. McPhee (Assistant Director, Human Rights Commission): Perhaps it would be useful to define for you formal, informal and miscellaneous matters which the commission handle. For example last year the formal case load was 301, the informal 109, and in the miscellaneous category 8,570.

Mr. Haggerty: Good old miscellaneous!

Mr. McPhee: Now I should explain that formal cases are those matters that fall

precisely, legally within the code. The informal cases are those that we have taken related to race, colour, creed, etc.—related to the provisions of the code—but where we lack legal jurisdiction; or in some cases where a matter perhaps doesn't seem to have the necessary substance for a formal case.

The miscellaneous reflect the general ombudsman role, and over every kind of human rights matter. The policy of the commission is not to turn a person away. For example, a person may come who says he can't get a job because of a criminal record, and we feel that coming under the United Nations Declaration that we must do what we can in this kind of case.

Also, perhaps the statistics don't tell the story well. There are many educational programmes. For example, speaking of derogatory racial references, we're working at the present time with a restaurant chain that has been using this kind of thing on their menu cards, and that would not appear in case statistics. It's an educational programme with them.

Mr Bounsall: You mean they have been using something that they almost could be charged with under the Act, or have been?

Mr. McPhee: It has not fallen under the Act, but nevertheless it's considered offensive to minority groups and therefore we attempt to do something about it. In this particular case we seemed to be successful.

Mr. Bounsall: Is that in the area of an informal complaint? That's not one of the miscellaneous?

Mr. McPhee: That was in the area of an educational programme.

Mr. Bounsall: So it wouldn't be listed at all in your statistics.

Mr. McPhee: It would come out in community programmes.

Increasingly, in the 10 years of the commission's life, there is perhaps a bit of a shift from individual complaints to inter-group matters where a group will come forward. The emphasis today is much more on inter-group relations. Individual complaints remain stable, but one might say the action is in the inter-group situation. This matter would be brought forward by representatives of that particular group who would ask us to proceed on it educationally—that

would be their request and then we would do so.

Mr. Bounsall: All right, one other thing under the code that bothers me a little bit, in the area of occupancy for renting of commercial or dwelling units, is that the dwelling unit must be self-contained. The Minister wants to break in here eh?

Hon Mr. Guindon: Well no, I just wanted to say there is an amendment contemplated as far as self-contained units are concerned in the proposed legislation which will deal with this as a result of the Bell-McKay case, which was a court decision. We are proposing an amendment.

Mr. Bounsall: What is that amendment?

Hon. Mr. Guindon: Well we'll give a definition perhaps. We won't use "self-contained," we'll use another term with a definition with it to make it clear.

Mr. Bounsall: I would hope that that definition would not just pertain to a dwelling unit or areas in which there are simply common stairs and common hallways. I don't think you can carry it all that far, but I would hope that it would go so far as to cover the sharing of one room. Maybe the expert could tell us, but this is where a lot of the problem arises. In many of the dwelling situations you are pretty well self-contained, with the exception of sharing—

Mr. MacDonald: Sharing bathrooms!

Mr. Bounsall: —a bathroom. I think 85 per cent of the sharing cases involve—

Mr. A. Carruthers (Durham): That is always a problem.

Mr. Bounsall: —sharing a bathroom. Another 15 per cent I think, involved sharing a kitchen. This is much less common, but—

Mr. Carruthers: Always a problem!

Mr. Bounsall: One of these two rooms are often shared. This is the type of coverage we hope to see coming up in the amendment, not just hallways and maybe a common stairway.

We hope it will go so far as to cover one room. When you get into two rooms, I think maybe you're getting close to the heart—that of taking someone into the bosom of your family. But certainly one room—and the most common room is the bathroom—I wouldn't like to see discrimination on that basis.

Hon. Mr. Guindon: No, I think you will be satisfied once the amendment is presented.

Mr. MacDonald: You've solved that problem!

Madam Chairman: Vote 1704 carried?

Mr. Drea: Just before you do, Madam Chairman, I think that in light of the work of the commission over many years—both under Louis Fine and now under Dr. Hill—that when we carry it, we really bang the tables. They've really done an outstanding job in this province. They've done something that hasn't been done elsewhere in North America. They've never had all the funds—

Mr. Haggerty: Don't overdo it.

Mr. Drea: —or all the laws, or a lot of stuff that—no, no, we all know what I am talking about.

They've never had the ultimate situation to work under, but they have really worked and they have accomplished something. The fact that there isn't a lot of confrontation, a lot of other things that would make headlines, has somehow pushed them into the back pages. They deserve a lot more than that, because they have really done the job.

Madam Chairman: Thank you, Mr. Drea. Carried!

Mr. Bounsall: Madam Chairman, you didn't carry that item?

Madam Chairman: Yes, I did.

Mr. Bounsall: Well, in the applause it was hard for you to hear me.

I just want to say that I agree with the last member and I certainly don't think an opposition member can move a motion to double the budget with respect to salaries. Maybe a government member would.

I think we are probably understaffed in this area of the Human Rights Commission for field workers. I really think there is probably much more in the way of community programmes that they would like to be able to do, but can't simply because of lack of personnel allotted to them in order to carry it out—certainly in the investigation of complaints, or availability where people could come to complain.

In this regard, hasn't there been in the very recent past a slight reorganization of the Human Rights Commission—with their field offices becoming less important now and some consolidation at the centre? I know that of the two full-time workers in Windsor, one

recently moved to Toronto, and I believe this is part of a general consolidation.

Hon. Mr. Guindon: We are presently looking at the whole operation of the Human Rights Commission. I think in the future, before too long, you will see that our field workers will be active in this regard as well.

Mr. Bounsall: Okay!

Mr. R. Johnston: The point you make about Windsor is a little deceptive. We had two officers working out of Windsor serving all of southwestern Ontario. We found that it was easier to let one of them work out of London. But there are still two covering the same area that they always covered.

Mr. Bounsall: Right! Just one other area, Madam Chairman, in this area of human rights and how the commission can proceed, and the staff with which it has to proceed.

Very recently we have had moving into Ontario—particularly, I believe, into Toronto—certain groups such as the John Birchers or the Ku Klux Klan with their handbills such as one I have here: "Notice—Stop. Help save the Youth of America. Don't buy Negro records." Obviously it is an American-printed handbill; but these handbills are now available in Toronto preaching their hate and their racism.

What kind of follow-up is being done on this sort of stuff to see that it is held very much under control?

Speaking of this, right on our own legislative property some signs have been up now, for some two or three weeks I think: "Whites Unite." What sort of powers do the commission or the field workers have to find out who is putting these up, to sort of track these people down; and for that matter, to say to the Legislature, are you happy with "Whites Unite" painted over a part of your property? Are we going to see that removed, for example?

Hon. Mr. Guindon: The pamphlets that you are talking about have come to my attention only recently. I didn't know about the other signs—I haven't seen them myself—"Whites Unite" or any of the—

Mr. Bounsall: They are out on the hoarding around the construction site here.

Mr. Drea: Why don't you speak to Mr. Snow and for 25 cents worth of blue paint it will all be gone?

Madam Chairman: I am sure they will be removed, Mr. Bounsall.

Hon. Mr. Guindon: I don't know whether we have jurisdiction; if we have we will certainly act very quickly. It should be under the Attorney General's department, the Ministry of Justice.

Mr. Martel: Do you think it would cost the department nothing to do it?

Hon. Mr. Guindon: Was it just a regular poster or—

Mr. Bounsall: Oh no, it is painted on out there.

Hon. Mr. Guindon: Oh well, it is very hard to control. Any crackpot can do it.

Mr. Bounsall: It is still there. It is part of this increase in activity—

Hon. Mr. Guindon: It should be removed.

Mr. Bounsall: —of these groups that have come in and are sort of forming themselves into groups. I would hope that there would be enough personnel in the commission to really keep a close eye on groups of this sort—who are no doubt the ones, either directly or indirectly, responsible for this sort of sign at the back—and really keep a close eye in terms of prosecutions under this Act. You can probably get them on the display of notices, which is clause 1 of the Act: "Put on display or cause to be published anything that discriminates against," on the well-known basis of race, colour, creed, etc.

Hon. Mr. Guindon: I agree in principle 100 per cent; but the difficulty is to catch them.

Mr. MacDonald: The minister says, what can I do about it if they paint "Whites Unite" out on the board? I have driven through northern Ontario and seen where some eager beaver members of a certain political party had put "Vote NDP" on the rock along the highway. Highways consider that offensive enough that they went and painted it out.

Hon. Mr. Guindon: I can give you an example where we had—

Mr. MacDonald: So we can paint out "Whites Unite."

An hon. member: You were involved in one of those, Mr. MacDonald?

Hon. Mr. Guindon: Oh yes, but on the reverse, where we have had NDP signs at

the St. Lawrence Parks Commission, I never said a word about it. I said leave them there.

Vote 1704 agreed to.

On vote 1705:

Madam Chairman: Vote 1705, item 1.

Mr. B. Newman (Windsor-Walkerville): Madam Chairman, I wanted to ask the minister in this vote if he was going to take any action concerning the Italian paper, where they make mention that frankly it is a matter for the Human Rights Commission to look into, that is the Toronto Star's according to them slanted articles, slandering the Italian community.

Hon. Mr. Guindon: I haven't read the paper for one thing, but I suppose this is a matter we could bring to our Human Rights Commission, for their decision.

Mr. Drea: You don't like the Mafia?

Mr. B. Newman: I'll leave it with you, Mr. Minister.

Interjections by hon. members.

Madam Chairman: Vote 1705, item 1 carried? Item 2.

Mr. Martel: Madam Chairman, on item 2, this letter from you couldn't have come at a finer time, Mr. Minister.

Hon. Mr. Guindon: I wish I had kept a copy.

Mr. Martel: You should have kept it. I finally got a list from you, which I have been trying to get for five months, of Inco's overtime policy.

It bothers me for two reasons. First of all, that the Employment Standards Act still calls for a 48-hour work week in Ontario, which seems to me to be about 100 years out of date. Maybe not quite that long, but it seems to be 100 years out of whack.

I am going to ask the government to make the 40-hour work week compulsory, because in fact, for the last two years we have been in one of the worst periods of unemployment since the depression, or maybe the 1959 recession, and here we have a company which in two ways beats the Act. They can get a licence and I just put on the record a couple of these numbers of hours of overtime worked in a week. This isn't overtime after 40 hours that we are talking about. It's overtime after 48 hours. There were 10,351 overtime hours in the week of June 28, 1970.

You know, Mr. Minister, I quickly did a little mathematics, and I divided that by eight and came up with 1,293 overtime shifts in a week or enough employment for over 200 men. Coupled to that is 617,000 hours for that week of regular work and you have no way of knowing how many of those 617,000 hours—445, to be exact, were over and above 40 hours.

One could almost say it might be one-sixth if one wanted to stretch it far enough—which would be 100,000 hours over a 40-hour work week.

And we are crying for jobs for people in Ontario! We are crying for jobs for young people coming out of high schools who have no opportunity, and yet just on the overtime that was paid in that one week, and I'm talking about overtime over 48 hours, we could have employed over 200 men.

I could go down the list of figures. They got smaller, until finally in February of this year when Inco slashed 1,500 men in two stages. We still had 688 hours of overtime per week. God knows though how many of the 575,533 hours was over and above 40 hours.

Your letter admits you don't know yourself, and if this is applicable to Inco, and I would suspect most companies operate in the same way, then in fact we could create thousands upon thousands upon thousands of jobs if this government had the courage to say 40 hours is it and over and above that you hire other men.

If you want a solution to part of the unemployment problem, that is part of the solution—a very major part of the solution.

Now there are going to be people who disagree with me and say you have a right to work overtime. I'm not suggesting you cut out overtime. All that I'm saying is that over 40 hours you start to hire new men.

Certainly there are going to be times when you have breakdown you have to keep extra men in on the job. I'm not disputing that. I'm saying that with the practice of the 48-hour week before it's even considered overtime work, we could hire literally tens of thousands if the same situation prevails at General Motors, at Chrysler, at Massey-Ferguson as does at the International Nickel Company.

I might ask the minister—no he wouldn't have enough staff to tabulate the number of overtime hours—it took four and a half months to get this.

Mr. R. Johnston: Not including working some overtime!

Mr. Martel: Not including working some overtime!

I would suspect if you ever tabulated, ever demanded of the companies the number of overtime hours they work beyond 40 hours, that the number of man-hours would be staggering. And we have people who are on welfare who can't find work; and we pay the price of all the social upheaval and the problems that occur.

Yet here we are, in 1972, still allowing a 48-hour work week. I suggest to you, Mr. Minister, if you want one simple way of improving the work situation in this province, that's the way.

And then you don't give them the licence for all the extra overtime. Again I want to reiterate I'm not suggesting that there shouldn't be overtime when you have plant mechanical breakdowns and so on. I'm saying that's legitimate overtime, but I'm referring to organized overtime, because it's to the companies' benefit, of course, to do it that way.

They don't have to pay pension, they don't have to pay sick benefits; they can just work the guy an extra eight hours and they don't pay extra benefits.

Hon. Mr. Guindon: You mean he wasn't paying time and a half.

Mr. Martel: Oh they are paying time and a half; but it's to the companies' advantage not to hire another man.

Interjection by an hon. member.

Mr. Martel: I'm saying that if we want to employ people, this is one area this government could really look at. I suggest you could probably create, just by the simple change of that Act and not issuing licences at random for overtime, 20,000 or 30,000 jobs just based on one big company's operation.

Hon. Mr. Guindon: When you are referring to overtime, are you speaking about employees on construction work or the regular employees?

Mr. Martel: Right across the field, Mr. Minister. I know there are different standards for different types in the construction field and so on, but this isn't construction.

Hon. Mr. Guindon: Yes I know, but at Inco they have a lot of employees on construction too.

Mr. Martel: Yes, but I am saying this isn't construction at all, because Dravo and McIsaac and Redpath are not included.

Hon. Mr. Guindon: That's what I wanted to know.

Mr. Martel: They were all let go, and the same prevailed there. We need to create work for our young people coming out of schools and we don't have the jobs. Here is a way.

Hon. Mr. Guindon: Do you think that every employee will be glad of this, will accept this?

Mr. Martel: No, they won't.

Mr. MacDonald: No they won't, but don't take refuge in that.

I think, to be very frank, in some areas there are unions which have tended to oppose the proposition of cutting out overtime because it is an official kind of moonlighting. If I may sharpen the two questions that Mr. Martel has asked: If the government is interested—and surely you are interested—in providing more jobs and taking people off the unemployment rolls with all the costs to society as a whole that involves, why are you so generous over the overtime work permits for which they must get a permit from you? Why are you so generous there?

What is the government's rationale in sticking to a 48-hour week when you have got so many people unemployed? Why not reduce it to a 40-hour week? Immediately you are sharing the work opportunity with a much broader group and taking that many off the unemployed list.

Hon. Mr. Guindon: Insofar as the overtime is concerned, it's optional. The employees don't have to work. They only do it because they want to.

Mr. Martel: There are all kinds of companies which work 48 hours.

Mr. MacDonald: That is not the point. Everybody can spend more income, so if there is a chance to get a few dollars he will take it. What you want to do is get rid of the unemployed ranks, to reduce them.

Okay! You get less generous in giving a permit for working overtime, which is beyond 48 hours. Secondly, you reduce it to a 40-hour week and you have created tens of thousands of new jobs.

Mr. Martel: We are looking for—

Mr. Bounsall: Without any additional legislation for it except for the change in—

Mr. Martel: One change in the clause, that's all.

Mr. B. Newman: Madam Chairman, if I may ask the minister, has there been a formal request from the various labour unions in the bigger organizations for a complete curtailment of overtime? For example, has Local 444 in the Windsor area asked that Chrysler employees be not allowed to work overtime?

Hon. Mr. Guindon: Not to my personal knowledge.

Mr. B. Newman: They haven't formally asked you, have they? Don't you think this should also be done? They should be part of the spark plug that asks for elimination of overtime.

As Mr. Martel says, there is no doubt there would be thousands of jobs created. You could add to the thousands of jobs, if instead of making it a 40-hour you make it a 38 or 36-hour week. We are going to go much lower than the 40-hour in the not too distant future, or we rather will have to go down to much less than that.

Hon. Mr. Guindon: But with the same wages at the end of the week?

Mr. B. Newman: That would be a matter of negotiation between the labour union and the employer.

Mr. MacDonald: Madam Chairman, on the point that Mr. Newman has raised, I do know that the Ford local in Oakville fought this out in their own ranks. Mind you, it wasn't an easy battle.

They had to fight it in their own ranks because some of them were saying, "Sure I want overtime." His wife wanted a new coat or they bought a fridge or they wanted to pay off the mortgage more quickly or something of that nature.

They fought it out—this is three, four or five years ago—and, after having fought it out, they made a request that there should be a cutback. This is not on the 40-hour week because I think they have got a 40-hour week in their contract; this was on the certificate to permit overtime beyond the 48 hours.

Hon. Mr. Guindon: I'll be glad to look at it.

Mr. Bounsall: Can you change to 40 as a start.

Mr. Martel: I am thinking of the kids who are coming out and they have no place to go. We just went through Community and Social Services estimates. Last year 50,000 kids were on welfare. It was a proved fact that the majority of them, when given an opportunity with an Opportunities for Youth Programme this winter or a municipal programme, jumped at it.

Mr. B. Newman: It was 35 to one in some cases.

Mr. Martel: They want work and we don't provide them with it. Here is an opportunity to provide them with an opportunity to work. It seems to me the onus is on government to do that, to provide job opportunities for our people. That is the one way you could be most forthright in doing it, and it wouldn't take much of a change in the Act if you just said, "That's it—40-hour work week. That is what the Ontario Act will now call for."

Madam Chairman: Mr. Haggerty, you have been waiting very patiently.

Mr. Haggerty: I perhaps could get into this debate. I have sat on both sides with unions and management arguing for the same points that some members have mentioned already, but I will tell you this much, it is a very contentious subject, dealing with it at a union level.

A person may have the 40-hour work week, but I will tell you this when it comes to overtime and double time, I can think of one instance in the industry that I worked in at Port Colborne, where there used to be men you would never see in the plant on Monday, Tuesday or Wednesday. But boy, I tell you, at the weekend they were there, because they could go out in that one day and make \$100. When you sit back and you have the union say, "Look, you can get double time for working Saturday and double time on Sunday," this encourages overtime.

You can go back and look under the employment standards regulations—and I think that the government is at fault with this too—where they can come back and say that certain categories dealing with construction trades and that, they can earn—is it \$10 an hour for overtime? Something like that; I am just taking this figure at random.

But this again encourages those persons to work six and seven days a week. And if those

persons can, in some instances, knock off \$300 a week, I'll tell you this, you are going to have a hard time going back to those members of the union and telling them that there is no overtime. They are going to guard that and they are guarding it today.

I think the lead must come from the unions themselves. I don't think the government should get into the field of introducing regulations to encourage it. I think there is no doubt about it, you could increase employment in Ontario if you reduced this, but it is a rather touchy subject.

The main point that I want to bring to the minister concerning the regulations is that, particularly in my field of work, a small company couldn't pay the wages in special trades dealing with pipefitters, steamfitters, you name it—anything in the special trades. They could not compete because of the regulations the government has set down.

I am talking about the regulations, the hourly pay now, under the federal regulations for boiler makers—it runs at the average of about \$6.85. That is if he is doing work on a government building or government project. A carpenter's rate is \$5.83, and a grader operator's \$4.70. I don't think anybody in my area running a pit in the construction trade pays anybody \$4.70 an hour. They can't afford it, but the government sets these regulations down now.

In a sense you say, "Well, why do we have to have all the bargaining units in the Province of Ontario if the government is going to get in and set wages?" The smaller companies cannot compete with your regulations and the wages that you set down and I don't think the government should be getting into this. This should be a process of bargaining.

For example, you can take the ambulance attendant. You have a minimum wage set there that is less than \$80 a week. I think in the paramedical field this is rather low. I think these persons have to have a certain amount of training and I think persons depend upon ambulance drivers so much in the Province of Ontario. You set a minimum wage of less than \$80 a week, and yet in a sense they are a form of professional people.

Hon. Mr. Guindon: Professional?

Mr. Haggerty: I mean in the sense that they have to be skilled in their trade; and then you set a minimum wage of less than \$80 a week. One sits back and says, "How do you ever arrive at a figure like this?"

Hon. Mr. Guindon: This all comes under the Fair Wages Act.

Mr. Haggerty: That can't be fair when you set wages like that, I'll tell you that now.

Hon. Mr. Guindon: Of course, this is under review now, I am told. We will be taking a good look at it.

Mr. MacDonald: When an application is made for a licence to work overtime, what scrutiny is made of it?

Mr. R. Johnston: Mr. Armstrong—is he here? Could you come up and answer this specific question about the process for reviewing applications for overtime permits?

Mr. Haggerty: We are talking about two different categories, are we not? One is provincial and one the federal, is it not?

Mr. R. Johnston: No, we are talking about the—

Hon. Mr. Guindon: The provincial!

Mr. R. Johnston: Provincial overtime permits under the Employment Standards Act.

Mr. E. K. Armstrong (Employment Standards Branch): The permits are handed out in blocks of 100 hours. That is the initial permit is issued, shall we say automatically, for the initial 100 hours of overtime. For anything in excess of that, the case is looked at to see what's involved, what the situation is.

I think that once it gets beyond—I don't know—I'd say perhaps 200 to 300 hours, then it is given very close scrutiny to see what's wanted then.

Mr. MacDonald: Well for example, in this letter that the minister sent to Mr. Martel, in the week of June 28, 1970, it was 10,351 hours, which is the equivalent of 1,293 shifts—

Mr. Armstrong: I think—

Mr. MacDonald: —Inco. Would there have been some scrutiny in saying to Inco, "Well what are you going to do? Why do you need that overtime?"

Mr. Armstrong: You'll find, I think, that there's some 22,000 employees in that company and when you have—

Mr. Martel: There are some 18,000, hourly rated men.

Mr. Armstrong: Well the permit is issued to the company, and it deals with all of the employees, so if we want to say there's 20,000 employees—how many hours were there—10,000 hours? 10,300 and—

Mr. Martel: Over the 48.

Mr. Armstrong: Over the 48—that's approximately one-half an hour per person.

Mr. Martel: Sure, it's easy to look at it that way, but the point I've been trying to make all spring with you people is that this continues, month after month after month, and then you turn around after they've stockpiled all over the world, according to the Financial Times, and you allow a massive layoff. You allow a massive layoff.

They were brought in by the federal government from Newfoundland, from New Brunswick, Canada Manpower advertising, you bring people in by the plane-load. You allow them to work overtime like mad, stockpile for two years, drop the handles and say, "Goodbye 1,900 of you—all together."

Now what is the sense of allowing a company all kinds of hours of overtime beyond 40 hours? I'm not talking 48 now, beyond 40 hours? Then to throw literally 2,000 people out of work? Now what rationale is there behind that?

Hon. Mr. Guindon: Well the company—and I met with them, I mean the president and others—that is certainly not the reason they gave us. It was because of the market conditions and—

Mr. Martel: Mr. Minister, if you look in the Financial Times for this year—and they're not known to support the unions, you know—of the top 100 companies in Canada, they will tell you that Inco has stockpiled all over the world in view of the current labour negotiations which were upcoming. That is the Financial Times; and they don't support the trade union movement, make no mistake about it.

The point I make, though, is you bring people in from all over who dislocate; you allow them to work overtime; they stockpile like hell; and then they throw 2,000 people out on the street.

Mr. R. Johnston: I wonder if I could just say, you know, obviously you can pursue this point, but—

Mr. Martel: It should be pursued.

Mr. R. Johnston: The company is in negotiation right now. Our people are informally involved. As far as we know, the negotiations are proceeding a good deal better than they have in previous years. I just say, you know, let's not get in to a discussion that would prejudice the negotiations.

Mr. Martel: I don't want to prejudice. Okay, let's not talk about Inco. How often does this—

Mr. S. B. Handleman (Carleton): How can you stop yourself?

Mr. H. C. Parrott (Oxford): What would you have left to talk about, Elie?

Mr. Martel: How do you justify that sort of situation? I can recall the discussions—I guess it was the Maverick a couple of years ago—where the union was fighting rather vigorously not to have to have its employees go in 56 hours a week at that time. How do you justify great masses of overtime and then throw great scads of people out in the street thereafter?

Mr. MacDonald: Every week in 1970—in this letter—every week from the week of August 9th to the end of the year, December 20th, there were over 10,000 hours of overtime. In fact, it ranged as high as 15,000 and 16,000.

Hon. Mr. Guindon: Yes, but we are still talking about half an hour a week for an employee.

Mr. Martel: No, you're talking about excess overtime.

Mr. McDonald: This is excess—this is over the 48 hours.

Hon. Mr. Guindon: I know, I know, half an hour overtime.

Mr. Martel: Would we be justified in saying that one-sixth of the 600,000 hours in your letter was overtime over and above 48 hours, over 40 hours? Forget the 10,000 for a moment; but the 600,000 hours that they were working per week, would it be safe to say that maybe one-sixth of that was overtime? Between 40 and 48 hours?

Hon. Mr. Guindon: I can't tell.

Mr. Martel: You see, you don't have any knowledge of that type of figure. So that in fact we could be safe in assuming that one-sixth of that, or 100,000 hours, was overtime. I'm suggesting maybe it's not quite correct.

But you don't know. And you should know for every company, the number of hours between 40 and 48, and the number that you give permits for. That way you'd know if they're acting in a proper manner towards their employees. Which is really what it's all about. And that's what disturbs me.

The layoff disturbed me no end. As Mr. Johnston said I don't want to jeopardize anything either, so ignore Inco, but let's talk about any other company. You still don't know how many overtime hours are being worked before you are asked for a permit even. And you should have that information. You should be privy to it.

Mr. R. Johnston: You are making the assumption that it ought to be 40 hours and not 48. If you accept that assumption, then certainly we ought to know. But as the law presently stands it is 48, so we don't know. It's a circuitous, circular argument.

Mr. MacDonald: Except that if a company makes a standard practice of asking for a permit for overtime—for 10,000 hours 25 weeks in succession—you could surely say to them, "Well, tell us how much overtime is being worked before you get this permit beyond the 48?"

Mr. R. Johnston: There may be a little confusion as to how the permits are granted. They are not granted on a wholesale basis. They are granted on a per employee basis. They have to keep a record of how much each employee works in the way of overtime as defined under the Act. And the permits are granted on an individual basis.

If they get a permit and a particular employee works more than 100 hours penalty overtime as defined, then they can ask for a second permit. They have to support it, as has been indicated, by indicating that there is some good reason why they can't hire people or that it is an emergency situation, or there is a shortage of skills in the particular class of work. They have to support it in some way to justify getting the permit.

Mr. Bounsall: But what we are saying is that at Inco and Ford, this is not an emergency situation surely; or not necessarily in a lot of those jobs.

Mr. Martel: I think these things are legitimate, Mr. Johnston. I am not for a moment saying that when you have a mechanical breakdown you don't bring in your maintenance crew. I don't want to suggest that for a moment. Because that would put the—

Mr. R. Johnston: Even in the group situation there are limits—using the automotive industry as the example that's been mentioned—into which you can rearrange all the work stations on a line for an increase in production that perhaps isn't going to last very long. The company has to sort that out as to which is the more economical way of doing it, in terms of the work load.

Mr. Bounsall: Still on this point, Madam Chairman, unless it is—

Madam Chairman: Well, Mr. Haggerty—

Mr. Bounsall: On the same point? Okay.

Mr. Haggerty: Yes, I think I raised a question yesterday to the deputy minister. My concern was, where there is an agreement that says 40 hours a week, and your legislation or regulations say it shall be 48 hours a week, which one shall the employees follow?

Mr. R. Johnston: I know you asked me this yesterday, so I brought the Act today.

Mr. Haggerty: Are they compelled to work the 48 hours or do they have to stick to the agreement of the union? This is an agreement between the company and the employees themselves.

Mr. Johnston: We have been talking about 48 hours, but in fact the Act says that the working hours shall be not more than eight per day or 48 per week. Very often, when the issue arises in terms of whether or not they have to work, it would arise just as much on a daily as on a weekly basis. The Act says that, "No employer may require or permit work and no employee may work or agree to work any hours that exceed the maximum hours determined under this Act."

Of course you have to consider the permit when you say that. The issuance of a permit of the kind we've been talking about does not require an employee to work any hours in excess of those prescribed by section 14 without the consent or agreement of the employee or his agent. There is nothing in this Act that forces an employee to work overtime.

Mr. B. Newman: Did you say employee or his agents?

Mr. R. Johnston: Right!

Mr. B. Newman: Then is there nothing in there that stipulates that before overtime is

granted to an employer it must meet with the approval of the union representing the employees.

Mr. R. Johnston: No it is kind of a two-stage affair. The granting of the permit to the employer to work the employee up to 100 hours penalty overtime. That is one thing, and we've discussed that I think. But even after he has got the permit there is nothing in this Act that says the employer can force the employee to work overtime.

Mr. B. Newman: Nothing in the Act—

Mr. R. Johnston: But in fact, from all you've heard from the other people, this agreement is binding if it says 40 hours a week. But the fact is there aren't too many agreements that do say—

Mr. Haggerty: Well they spell it out.

Mr. R. Johnston: —that overtime shall be strictly voluntary for the very reasons we have heard, that many of the members wouldn't want to see that in the agreement.

Mr. Haggerty: I think the original text of the agreement usually spells out that the hours shall be 40 hours a week.

Mr. R. Johnston: And anything above that you get overtime.

Mr. Haggerty: Overtime, this is right. But that comes under another category, so actually they spell out that 40 hours a week is the work week and anything above that, and again there are clauses usually in an agreement that say, "if you want to work overtime." You can refuse it also. You have an opportunity to—

Mr. R. Johnston: That would involve variations from strict compulsion to strictly voluntary agreements. There aren't too many where it is strictly compulsory.

Madam Chairman: Mr. Carruthers.

Mr. Carruthers: My question refers to Mr. Martel's viewpoint, and certainly in theory it sounds reasonable that a 40-hour week would create a great many jobs. On the surface you would think it to be to the advantage of industry to adopt a 40-hour week, except for the fact, as you mentioned, of fringe benefits.

My question is what other factors enter into this? Why is it not more commonly adopted? Is the availability of skilled help a problem, or what other factors might interfere with adoption of a 40-hour week?

Mr. R. Johnston: I think one of the things you have to bear in mind is that in actual fact the average hours of work of an industry are probably something like 41. In any event, it is not very much over 40. The impression may have been left that everybody is working 48 hours. On any kind of statistical basis it is only something like one hour over 40 that's being worked on the average by employees.

Now allowing for the fact that you do have to have some flexibility to meet sudden increases in orders of short duration, where it isn't practical to hire somebody for a couple of weeks to meet an emergency situation, you would need a lot more information, frankly, than we have to make a firm judgement as to whether the reduction of the statutory requirement from 48 to 40 would automatically create jobs.

We don't know for sure that it would. It may well be that the extra hour on average that employees in industry work per week mostly falls into a category that couldn't be performed by hiring new people.

Mr. Carruthers: This is my point.

Mr. R. Johnston: We don't know with any certainty.

Mr. Martel: Well Mr. Johnston, I can accept that some of it is maintenance and so on; but how many hours were worked last year in total in the province? Do you have that, man-hours worked?

Mr. R. Johnston: No, I don't think I do.

Mr. Martel: It is a considerable number of man-hours!

Mr. R. Johnston: Oh, certainly it is.

Mr. Martel: And you might try to water down the one hour as being insignificant on the average, but if you put it in total with the number of man-hours that were worked in the province and took one forty-first of it, it would be significant.

Mr. R. Johnston: I am not saying it is not significant. All I am saying is we don't know with any certainty that that one hour, which represents two per cent or something of hours worked—I am oversimplifying it—we don't know how much of that could be handed out to new employees. It may not lend itself to that.

Mr. Martel: Well some of it might. I am willing to concede that point, that some of

it probably won't. But I am saying on the other hand that there is some that would. I am saying that if we are in the process of massive change in technology and so on with reductions of jobs. We have had two full years of it now. Statistics indicate 50,000 people from 16 to 24 years of age couldn't find work last year, were on the unemployed list or on welfare. In that situation I believe there is an onus on government to find out what in fact the realities of reducing to a 40-hour week by the Act would do in terms of jobs for people. That's what we are trying to drive at.

Mr. R. Johnston: Well I agree with what you have said to that degree, but you know we need to know a lot more. If the government decides, as a matter of policy, that they want to consider reducing it from 48 to 40, or anywhere in between; then before they did, certainly they would want a lot more information as to what might be the effect of it.

Mr. Martel: Then I think it is incumbent on the minister to immediately order a review of this position and come up with the figures about what it could mean in terms of jobs for people.

Madam Chairman: Mr. Bounsall.

Mr. Bounsall: Continuing on in this area: The figures can play you up in putting it in terms of so many hours overtime per employee per week. The half an hour per employee that you quoted for Inco doesn't sound like very much; but when you're speaking of 18,000 hourly-rated employees, this is a heck of a lot of overtime and a lot of it can be taken up by additional workers, even making your allowances for the special emergency situations or the particular maintenance jobs which can be best performed by the particular person that's been serving that particular area, and so on.

With the large firms with the large number of people, you have a significant amount of hours then, that should be and could be worked by additional people.

When you get down to a company that's got 50 employees and whose average is the same as a large company like Inco, you're only talking about 25 hours total overtime in a week. I think it's obviously unreasonable to talk to this firm in terms of hiring an additional employee who's going to work 25 hours a week.

That's why I was very interested in the reply about where the scrutiny comes in,

because as the number of employees escalate in a plant, even though the average might be the same as a smaller plant, this is when you have increasing justification to inquire whether that work could not be done by additional employees and be much more skeptical about granting any further work permits, even though the average isn't high for large companies.

The other area ties in with this whole thing that we've been talking about. Mr. Johnston says that the government needs a lot more backup figures before it takes the decision to move from 48 to 40 hours. Mr. Martel has mentioned there should be an immediate study on this. Earlier, if I didn't misinterpret you, you said because of it being 48 hours, you really never inquired, or couldn't inquire about the number between 40 and 48. It's all part of this problem. The study really should be done. You should perhaps be inquiring now about the amount of time worked between 40 and 48 hours, to relate it.

Again it comes back to scrutiny. For a large company, if the figure was 40 rather than 48, irrespective of what the union contract calls for in terms of when the overtime hours and payments start, which is going to creep downwards anyway we suspect, under their contract, if this was at 40, and again we hear of the 100 hours being granted and then the close scrutiny comes in, this scrutiny will be occurring much earlier.

So, we can be saying to our large companies, the average is only a half an hour, but over 18,000 employees this means a lot of additional employees could be hired. This would obviously be occurring at an earlier number of hours worked.

We're perhaps making it too obvious, but this is the great disadvantage to moving it to the 40. If it must be done with some sort of a study to see that it is taken down to the 40, then for heaven's sakes let's get on with it! It's a matter of prime importance, I would think, and I would hope it's a priority of this department that this be done. In terms of the scrutiny that occurs, you should keep very much uppermost in your mind that the larger the number of employees the closer should be the scrutiny with respect to denying that extra amount of overtime if additional employees could be hired at all.

Hon. Mr. Guindon: I guess we are all in agreement. We all agree that we need far

more information before we can make a decision. I would think this could make the subject of a very interesting study.

Mr. MacDonald: If the minister wants to make himself a really big fellow in the cabinet—

Mr. Carruthers: He already is.

Hon. Mr. Guindon: He has no personal ambition.

Mr. Bounsall: We would like to make you a big fellow.

Mr. MacDonald: In the cabinet next year, when you put before the cabinet policies on how they are going to get jobs to put youth to work when there are 50,000 who didn't get jobs, instead of saying "We've got to come up with a new programme to provide government jobs for these young people"; you intervene at this point. You say "I've got an alternative. Let's reduce the week to 40 hours and be less generous in granting these overtime permits. We can create—"

Mr. B. Newman: More jobs!

Mr. MacDonald: —more jobs and I am going to save the government that extra \$25 million or \$30 million or \$40 million in the programme."

Hon. Mr. Guindon: Yes! On the other hand you can always have delegations coming from the private sector saying "You put me out of business."

Mr. Martel: How can you put someone out of business with a 40-hour week?

Hon. Mr. Guindon: It is obvious. Even if you are eventually—I don't know, I may be wrong, but if you—

Mr. Haggerty: Special trades may need maintenance.

Hon. Mr. Guindon: Well, in special trades; and you take the private sector: If you are going to work 40 hours, naturally you have to pay decent wages to your employees. Wages are bound to go up and you may put them out of business.

Mr. B. Newman: And wages are bound to go up.

Mr. MacDonald: If you started with the companies which have employee bodies be-

yond 100 or 200 workers or something of that nature, and applied it, you would be just missing—

Hon. Mr. Guindon: I would be very interested to get something done along those lines.

Mr. Martel: Order a study on it then. Didn't the minister tell us he would order a study, to look at it, to review?

Hon. Mr. Guindon: We are certainly interested and we shall have to look at the budget, too; personally I would like to know.

Madam Chairman: Is item 2 carried, gentlemen?

Mr. Bounsall: No. It is past adjournment; can we carry on tonight?

It being 6 o'clock, p.m., the committee took recess.

CONTENTS

Thursday, June 8, 1972

Industrial relations programme, concluded	S-1091
Human rights commission programme	S-1112
Employment services programme	S-1116
Recess	S-1125

S-37



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Labour

Chairman: Mrs. M. Birch

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Thursday, June 8, 1972

Evening Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, JUNE 8, 1972

The committee resumed at 8 o'clock, p.m.

ESTIMATES, MINISTRY OF LABOUR
(concluded)

On vote 1705:

Madam Chairman: Mr. Shulman on a point of order.

Mr. M. Shulman (High Park): Yes, I wanted to ask, through you, Madam Chairman, for permission of the minister to revert to vote 1703, which has already been passed. It is in relation to a matter that is not lengthy. It has to do with a labour union, which I want to get the minister's views on.

If there's any question as to precedent, this precedent was set in the House last week by Mr. Apps, the Minister of Correctional Services. He gave permission to revert two votes for a matter in which a member had to be present in two places at the same time. Unfortunately I couldn't be here this afternoon, and I would like to ask the minister's permission to revert to that vote for his matter.

Madam Chairman: I'll have to refer to the minister. Mr. Minister?

Hon. F. Guindon (Minister of Labour): Well, yes, I have no objection; except that we don't have all of our staff with us. I suppose the member understands that.

Mr. Shulman: I just want to get your views on something.

Hon. Mr. Guindon: Yes.

Mr. R. Haggerty (Welland South): Well, Madam Chairman, if you start that—I couldn't be here this afternoon either, and I missed sections of that vote. If you want to open it up, I could go back and perhaps talk for hours on it, too. I feel if you go back now and open it up, why it's setting a precedent; just one of those things.

Hon. Mr. Guindon: I think the member only has the one case to bring up.

Mr. D. C. MacDonald (York South): You were here this afternoon.

Mr. Haggerty: No, I wasn't. I didn't get in here until just before the vote was carried, I believe. The part I wanted to discuss was arbitration, and that was carried, I believe.

Mr. S. B. Handleman (Carleton): Madam Chairman, the purpose, as I understand it, of the Department of Labour being referred to this committee was to examine the estimates. The estimates have been approved and voted upon. Those are the only terms of reference this committee had, because this particular ministry isn't within the social development field. And this was a special referral to examine the estimates and that has been done.

Mr. Shulman: Well, I will refer you to the precedent, if there's any question about it; which took place just two weeks ago. It was exactly the same situation where the chairman of the House and the Minister of Correctional Services agreed to revert to a vote. Of course, it certainly requires the permission of the chairman and the minister. It isn't a lengthy matter. I think it's of some importance to everyone here.

Madam Chairman: Well I think it's a question of establishing a precedent.

Mr. Shulman: We already have the precedent.

Madam Chairman: Not in this committee. It has been a standing rule, you know, that as the votes go through—it's unfortunate that there have been two committees meeting concurrently. Many of the members have had to go from one estimate into the other. I think, in all fairness, I have to ask my committee's permission, at this point, if they're willing to revert to that vote for your question.

Those in favour of hearing Mr. Shulman's comments on vote 1703? Those against?

I'm sorry, Mr. Shulman.

Mr. Shulman: Is it not a tie, or am I counting wrong?

Madam Chairman: Well perhaps, I'm getting awfully tired. Would you count them please?

I'm sorry, those in favour? Would you put your hand up so we can see it? Mr. MacDonald, you are not a member of the committee.

Mr. MacDonald: Substituting.

Mr. Shulman: He is substituting for our absent member.

Mr. Haggerty: I have a question for—

Madam Chairman: Well, unfortunately, you know, I am supposed to be advised on the substitutes before the committee begins.

Mr. Shulman: We haven't begun.

Madam Chairman: No. You're making it very difficult, Mr. Shulman.

Mr. MacDonald: Don't tell me there's a Tory here under false pretences?

Madam Chairman: Never.

Mr. MacDonald: Mr. Carruthers!

Mr. A. Carruthers (Durham): I didn't like the tone you said that in.

Madam Chairman: Now those in favour of reverting to vote 1703? And those against? "Ayes" three, and the "nays" five. I'm very sorry, but I hope the member can appreciate that I have to go through this process.

Hon. Mr. Guindon: I would be glad to stay after the meeting and perhaps if the member—

Madam Chairman: We're on vote 1705, item 2. Yes, Mr. Deacon.

Mr. D. M. Deacon (York Centre): I wish to ask the minister about the matter of appliance servicemen and the standards. Are licensing standards going to be set up for them? These men are now paid, I think, almost minimum wages in many cases, yet do what is advertised as a trade job in their repair work. Is there a standard setup for these chaps? I had an inquiry last year about this and the then minister said that with the Canadian Appliance Manufacturers' Association they were looking into a training programme but that's as far as it went.

It is more than a training programme we are concerned about here since people who

have their appliances repaired, whether it's a washing machine or a dishwasher or whatever it might be, are charged at a pretty healthy rate for the labour. Actually they are not having to pay those men anything like that sort of rate—not even 50 per cent of it and in many cases a lot less than that. These people resent the fact that their work is being advertised as factory-trained servicemen and—

Hon. Mr. Guindon: In fact they are just apprentices, I suppose?

Mr. Deacon: They are not even that. One man who serviced our appliances for many years is a highly qualified man on these automatic machines. Certainly I was surprised at the very low wage he got compared to the bill we got for his labour. I asked him at the time he left the employ of these people what was the problem and he pointed out that they have no trade standard as far as their wages are concerned. There is no standard set by this department. There's no licensing of them and yet as far as the public is concerned, the appliance people advertise "factory-trained servicemen" and do imply that, in fact, they are tradesmen. I think the public are charged as if they are indeed tradesmen.

Hon. Mr. Guindon: This is the first time this matter has come to my attention. With reference to training, this programme is out of our ministry—

Mr. Deacon: I realize that.

Hon. Mr. Guindon: —it's gone to the Ministry of Colleges and Universities.

Mr. Deacon: Right. But the standards wouldn't be and the licensing wouldn't be. They could be under yours if you would set it up.

Hon. Mr. Guindon: I don't think so.

Mr. R. Johnston (Deputy Minister): The whole business of licensing tradesmen and apprenticeships was part of the industrial training branch, which has left us.

Mr. Deacon: I'm sorry. I thought it did come here still. I thought it still came under your department.

Mr. R. Johnston: The word "standards" might lead you to think that.

Mr. Deacon: Yes, I thought this part of the standards and training was something separate. Thank you.

Madam Chairman: Is item 2 carried?

Mr. E. J. Bounsall (Windsor West): Madam Chairman, there is one small area before I get into something a bit larger. The area of salaries and fringe benefits paid and owing to employees when companies go bankrupt is of interest to me.

Obviously one of the things that a lot of us would agree with is that the wages should be a priority of the so-called secured creditors, the banks and the trust companies and what have you, but that's not the situation. In the Employment Standards Act quite clearly it lays out vacations and what could be vacation pay—two per cent in the first year, four per cent thereafter for vacations. What happens to the vacation pay in essence when bankruptcy occurs?

Hon. Mr. Guindon: As you said, in the case of salaries or benefits, the salaries are considered as preferred creditors but not secured. What happens when there are not enough assets to pay all the secured creditors is there's not enough left for the preferred creditors.

Mr. Deacon: In fact, aren't the directors liable for the—

Hon. Mr. Guindon: Yes, but if there's no assets—

Mr. Deacon: No, the directors personally. I thought the directors were personally liable for this.

Hon. Mr. Guindon: I don't think so.

Interjection by an hon. member.

Mr. Deacon: Not for wages?

Hon. Mr. Guindon: No. We have made some inquiries of the federal government when the Bankruptcy Act comes under federal jurisdiction. We would like to see them moving in that direction and placing salaries as a secured creditors. I think, insofar as vacation pay is concerned, this is secured. I stand to be corrected on this but I think it is.

Mr. R. Johnston: It is somewhat in a state of confusion. We have a case that's in the courts now involving a company in Scarborough which went bankrupt. We know what we think our position is but we would not want to get involved in stating our argument in a matter that's sub judice even though I know it's of general interest. It would be hard to discuss it without getting

into what would be our argument before the court.

Mr. Deacon: We don't need to know about the argument before the court right now. Maybe you'd tell us the position you'd take without reference to the court.

Mr. MacDonald: Strike out that last three paragraphs.

Mr. R. Johnston: I think the minister has stated quite correctly, with one clarification, that we regard vacation pay as being a trust but wages have the same sort of status as any other debt to a general creditor.

Mr. Bounsall: Is that what isn't clear, whether or not they are in trust in this case?

Mr. R. Johnston: One of the things that is not clear is the status of vacation pay.

Mr. Bounsall: I gather they are not simply put in trust. They are not collected—

Mr. R. Johnston: No, they are not.

Mr. Bounsall: —and set aside in a fund in case it needs to be paid in lieu of holiday? Did that affect the old vacation stamp books?

Mr. R. Johnston: They accomplished it up to a point, yes.

Mr. Bounsall: The two per cent or the four per cent was simply deposited in a book for you and if you didn't need to use it, it would presumably be destroyed. If you quit before the year, it was handed to you or—

Mr. R. Johnston: It was handed to you and you could cash it after June 1 or something like that. It had about as many disadvantages as advantages, unfortunately, in the eyes of many employees who didn't like not being able to use it when they figured they were laid off or something in the middle of a year, and were unemployed.

Hon. Mr. Guindon: They would sell them for half price.

Mr. R. Johnston: Yes, that's right.

Mr. Bounsall: At least they would get it at some point.

Madam Chairman: Mr. Carruthers.

Mr. Carruthers: In the case of a bankruptcy or takeover of one company by another, what security is there for the pension fund? Are these secured? I remember a case

of this not long ago—at least it didn't happen but there was a threat that the company was going to take over one of our industries. There was some doubt as to the security of pension funds.

Hon. Mr. Guindon: In the case of bankruptcy, I think, there's no security as far as I know.

Mr. Carruthers: No security for the pension fund?

Mr. MacDonald: The pension fund surely is in trust.

Mr. Carruthers: Aren't they funded?

Mr. MacDonald: Isn't it in trust?

Hon. Mr. Guindon: We have a case where—

Mr. Bounsall: I confess to be a bit confused about this after the case that was described here yesterday. I thought that under the Pension Benefits Act most of these funds were now required to be funded—

Mr. Carruthers: That's what I thought—

Mr. Bounsall: —actuarially in a way that would ensure there would be a complete payoff at the right time. Mind you, there was a catch-up for a few years after it came into force in 1966 or whenever it was. I think one of the members described a case here yesterday of some firm that we would like to look into, although it's not directly our concern, where the pensioners were getting \$5 per month per year of service. They got this for a period of time and the company went under or something and it was reduced to \$2 or \$3 a month.

Mr. Carruthers: This to me is an important point because many of these workers that I know of have been working for many years—20 years or more. What happens when there is no security of the pension fund? When another company takes them over? I understand that in the majority of the negotiations when there is a takeover it's part of the negotiations—

An hon. member: They pick up the liability.

Mr. Carruthers: This is a very serious matter for long-term employees.

Hon. Mr. Guindon: This case was mentioned yesterday and we are supposed to investigate with the pensions commission.

Madam Chairman: Mr. Bounsall?

Mr. Bounsall: Madam Chairman, in my opening remarks I touched, in very general terms upon an area that is of concern; that is, the area of plant shutdowns and plant layoffs. One aspect was the number of employees terminated in the period of four weeks, over which the companies must then notify the minister; that being 50 or more and so on.

I suggested that that number should be decreased to 10 so the ministry would have the facts of all layoffs that occur around the province.

There are quite a number of companies operating with fewer than 50 employees. I think if you get much below 10, you are getting into the small garage-type situations. So that 10 might be a reasonable figure. In a general way, I talked about that in my opening yesterday.

What I'd like to know now is some of the details. How many notifications do you have on file at the moment and from what companies are they. How many workers are involved, and what action has been taken to assist them, if any?

Hon. Mr. Guindon: I know we have got a number of them. Since I have been in the ministry I've been getting them regularly. Do you want the total number for a period of one year?

Mr. Bounsall: Well, how many do you have on file right now? Okay, take it back for a year, yes. I presume that this is the type of data you appear to be able to present?

Hon. Mr. Guindon: Well, I would think so, it's—

Mr. Bounsall: For that period.

Hon. Mr. Guindon: We'll see if we can get that figure for you.

Mr. Bounsall: Do you have it by company? How many employees laid off?

Hon. Mr. Guindon: I am not sure that we have it with us tonight.

Mr. J. R. Kinley (Research Branch): In 1971, about 40,050 or more, in layoffs of 50 or more. And that is as complete data as we could put together. It is not just cases where there were notices. It was everything.

Hon. Mr. Guindon: But when you say 40,000, you don't mean 40,000 notices? Forty thousand people?

Mr. Kinley: No, no.

Hon. Mr. Guindon: Employees?

Mr. Kinley: Forty thousand employees in all layoffs covering 50 or more workers.

Mr. Bounsall: But you don't know which ones you got notification on? You said tonight you could not tell us which ones you got notification on?

Mr. Kinley: Oh, yes, we know them. I don't have them case by case.

Mr. R. Johnston: No, but I think you led the member to believe that the 40,000 included some who weren't required to give us notice, strictly speaking.

Mr. Kinley: No, most of them were not required.

Mr. Bounsall: Oh?

Mr. Kinley: Because they are temporary layoffs. I think something like 25,000 of that group were temporary layoffs.

Mr. Bounsall: They weren't going to exceed the 13 weeks, and didn't exceed the 13 weeks.

Mr. Kinley: That's right.

Mr. Bounsall: So you had about 15,000 to 25,000 that were in the permanent category.

Mr. Kinley: Fifteen thousand.

Mr. Bounsall: Fifteen thousand to 20,000. I thought you said 40,000 to 50,000.

Mr. Kinley: No. I said 40,000.

Mr. Bounsall: Forty thousand.

Mr. Kinley: Thirty-nine thousand, five hundred, to be exact, is our figure.

Mr. Bounsall: Oh, 39,500 to be exact. Sorry.

Mr. R. Johnston: Well, 15,000 were within the provisions of the Act and would be on either a period of a temporary layoff, or over the minimum number of employees.

Mr. Bounsall: Yes. Well, I asked that, Mr. Minister. I had hoped that your department would come prepared with a list that they could have handed to us, of the layoffs, the terminations, and for those that were notified. They supplied to our research department, I think, a list of layoff notifications from January to mid-March.

Just looking at the newspapers over that period, indicating what layoffs were occurring, there seemed to be a lot of companies that weren't on the list from the department—companies that were involved with layoffs, some of them permanent. I wanted to enquire specifically about a couple of them to see if the Act was being adhered to. And if not, why not?

One other question before I ask on some specific companies: there isn't a regulation, quite apart from the number of employees, 50 or more, to require them to notify the department. Isn't there some other number such as a percentage? If you have a very large company, you might lay off more than 50 employees, which is a very small percentage of that company. There isn't a percentage figure involved there, is there?

Hon. Mr. Guindon: I think there is. I think we are talking about 50 or more, and five per cent.

Mr. Kinley: And ten per cent.

Hon. Mr. Guindon: Ten per cent.

Mr. Bounsall: It's ten per cent?

Hon. Mr. Guindon: Right.

Mr. Bounsall: So this is how you can get 30 substantial layoffs in some areas, and not get a notification to you, or to the department?

Mr. R. Johnston: Well, we had a case—Mr. Martel is very much aware of this—involving Inco where there were, I think, 700 involved or something. But they didn't fall within the requirements of the Act, because as a percentage of the force they were below the line.

Hon. Mr. Guindon: Ten per cent. I think we did get a notice.

Mr. R. Johnston: Well, as it happened, yes they informed us anyway. And we get a lot of them, even though they are not, strictly speaking, obliged to give us notice. So at least we are aware of them and can help in whatever way we can.

Mr. MacDonald: On that specific point, is it your impression that some companies play games and lay off every week 48 people?

Mr. R. Johnston: Well, I don't think it is a general impression. There have been one or two cases where we have wondered, I would be prepared to say.

Mr. Bounsall: The notices come into you weekly, the same number, is that it?

Mr. MacDonald: Some—

Mr. R. Johnston: You know, we are examining the patterns to see if we don't need to tighten up some of the exclusions to meet just that kind of problem—if it can be identified as being a problem.

Mr. MacDonald: Some of my constituents contended that was going on at Acme Screw and Gear.

Hon. Mr. Guindon: We are checking on this, but it is not widespread.

Mr. Bounsall: Yes. Well my point on the ten per cent, I wasn't really aware, and couldn't find this out too easily—maybe I was reading the Act too quickly. I became vaguely aware that this was also a requirement. Why would you have that? I mean, with a big company, let's say like Inco, which has 18,000 already rated employees, we heard this afternoon. They could lay off up to 1,800, and they wouldn't be required. Yet a big company like that would be in contact, I would think, fairly frequently over the year with the Ministry of Labour. It wouldn't bother them to have the 10 per cent out of there. It applies only to large companies. Why do you bother to retain it?

Hon. Mr. Guindon: Well, so far, you know, it is not a magic figure. Ten per cent was set, I don't know for what reasons. But we are examining it to see whether it is satisfactory or not.

Mr. Bounsall: What would cause you to put that in in the first place? It seems rather unusual to me that it should be there. How can you justify it in the first place? A big company must have a fair amount of contact with the Ministry of Labour over a whole host of things. If they do plan a layoff, even a small layoff, I can't see it being much of a bother to them to inform you. This way your statistics are always up to date.

We asked you for those companies that have 50 and more. And you have to report on that, you know. I suggested that that number be decreased, and yet you have this great huge number of large companies who could be laying off substantially more than all those others that report to you in a month. And you mightn't know anything about it, except what you get in the press.

Hon. Mr. Guindon: Well, I don't know what the rationale was behind it. Perhaps Mr. Johnston or Mr. Kinley could tell you—

Mr. R. Johnston: Mr. Kinley may like to add to what I said. I think what you have to bear in mind is that while there are now one or two other jurisdictions who started to have this kind of legislation, we were more or less pioneering with it.

We didn't know, you know, how far we could reasonably go in developing something where we could expect to have compliance. If you had no exceptions for example, there would be no end to companies having to notify us every time they laid off even one person. And just from an administrative person's point of view, it would be a nightmare.

Mr. Bounsall: Well, we've still—

Mr. R. Johnston: I think if anything, we would probably admit we started out reasonably cautiously. And we wanted to make exceptions that would meet the realities of industry, that there are going to be some fluctuations in employment in most companies. And, in some industries, fairly wide fluctuations—that the legislation should recognize there is going to be a certain amount of that, that would generally be affecting people, with very short tenure anyway.

It would be recent-hires who have been brought in to meet a peak employment situation, and then they go out again. These kinds of situations. So that we wouldn't have to apply it to those kinds of situations. Now, it may well be that experience will show that we erred too far on the side of trying to meet those special situations. And that is the kind of thing we are examining now to see if we should make some changes in the formula for the various exclusions.

Mr. MacDonald: Well, Mr. Johnston, you are not meeting this point. A small company lays off 55 people. They have to report it. Inco lays off 1,500 people, but it is below the 10 per cent so they don't have to report it. So, unwittingly or wittingly, I hate to suggest that, it's an escape hatch for the big companies.

Mr. R. Johnston: But even there, of the people that were laid off at Inco, the vast majority of them had something in the order of a year's service. And how far do you go in terms of giving what amounts to a benefit to people with very short service?

Mr. Bounsall: Well, then we are into the area of benefit. How laborious is this, to report to you? I mean, it can't be much work on the company's part, right? And then that brings up the whole area of all those that are reported to you. You talk about giving them this benefit. What benefit? I had always presumed that one of the reasons for the notification was that you were going to try to do something on behalf of those laid-off employees. You have now used the term "benefit." What benefits do you extend, or try to extend, or see that's extended, to the laid-off employees—and over which you get notice?

Hon. Mr. Guindon: Well the purpose of it, as you said, is of course to see if our adjustment services can be helpful. I think that's the reason for it. You know when we get the notice—and then we can have our manpower adjustment service branch—we can send them in, you see, once we get the notice, and that is the purpose of it, to help the employees who are laid off.

Mr. Deacon: But surely when you have 1,500 laid off, that is something more of concern to your manpower services than would be the 50 or 40 from some small company.

Hon. Mr. Guindon: Oh, of course, of course.

Mr. Deacon: The clerical work problem for a small company or anything under 50 can be quite a problem.

Hon. Mr. Guindon: Well, of course, it is, but you know we must not forget that the main responsibility is with the federal Manpower Department but we think we have an input there that we can possibly make in this regard.

Mr. Bounsall: Well, if you do feel you have an input to make, hopefully you would be expanding that input, as time goes on, in carving out areas where you can be more helpful. That's even more reason to make sure that you receive as many reportings as you can—and the breakeven point is 500, isn't it?

Hon. Mr. Guindon: Right.

Mr. Bounsall: If a company has got 500 employees. If they have less than 50—well 501—if they have less than 50—50 or less, they don't have to report it. Yet a smaller company has to report. It's 51.

Hon. Mr. Guindon: It is, as you know, fairly new legislation. We are pioneering; we

are looking at it. As a matter of fact, personally, I would like to have notifications or notices from companies in cases of termination of employment or layoff in a much longer period. If we could possibly get a six-month notice, it would be much better for us—and we are looking at it.

Mr. Bounsall: Well as you don't have a detailed list, let me ask the minister just a couple of questions of companies he is likely to be a bit familiar with—they didn't quite fall on the list that we got from your department, in our research office, but it could have been—there could have been various reasons why this one wasn't listed. It may have notified you before you collected the date. But take, for example, a company like Domtar in Cornwall—where it laid off 170, and I guess it actually terminated, right?

Hon. Mr. Guindon: Yes, they are closing the sulphide plant.

Mr. Bounsall: I am assuming that you did get—did the department get official notice of that? I know you would be aware of it. I know the newspapers had it. Was there official notice from Domtar?

Hon. Mr. Guindon: Well, of course, I was so much aware of it that I am not too sure whether we did get a notice. I will have to check on this. But, I mean, it was common knowledge around Cornwall for some time.

Mr. Bounsall: Does any of the staff know whether Domtar formally—

Mr. R. Johnston: I don't know. One of the difficulties we have today, and had yesterday, is that both the director and the assistant director of the employment standards branch are at a meeting of all their provincial counterparts in Quebec, and we didn't know, nor did you, I guess, until yesterday that we would be on, and it was important to have them where they are, so we didn't feel we should call them back. We do have Mr. Armstrong here from the branch but I am not sure that the question you are asking is really in his bailiwick. Do you know, Mr. Armstrong, whether in the case of Domtar, Cornwall, whether notice was received?

Mr. E. K. Armstrong (Employment Standards Branch): They did advise us.

Mr. R. Johnston: We were advised?

Mr. Armstrong: Yes.

Hon. Mr. Guindon: Well I know I got notice as the local member.

Mr. Bounsall: I am sure you got phoned a few times, did you?

Hon. Mr. Guindon: Yes.

Mr. Bounsall: The one thing that strikes me is that a company that terminates permanently makes all the news anyway, but with respect to that termination, it's because of the very fact that it is—and its interest in the whole operations that they were carrying on decreases, so this is where there just might be an area there where they are less likely to inform you of the termination formally than in a plant which terminates a number of its employees, but is still continuing operations. I don't suppose you have any feeling of that type of situation—the difference between a company terminating some of its employees, that are required to notify you, and those who terminate the whole company?

Mr. R. Johnston: Most of them, the majority of them are small operations that are going right out of business.

Mr. Bounsall: And therefore don't qualify under the number 50, in terms of notification?

Mr. Kinley: This is the list of ones that did give notice under the 50 employees provision.

Mr. R. Johnston: So there were 50 or more.

Mr. Kinley: There were 50 or more employees involved.

Mr. R. Johnston: Of the ones who did give us notice, I thought you were asking what proportion there were of operations that were closing down completely, and our impression is that the majority were closing down completely.

Mr. Bounsall: Oh, I see.

Mr. R. Johnston: Even though they were over 50.

Mr. Bounsall: I misunderstood your answer. The majority were closing down completely and there seemed to be no barrier to their informing you of their complete termination. Well I might have suspected that it was otherwise.

Mr. Bounsall: Turning to a different subject completely under this vote, Madam Chairman, if we have exhausted this one.

I gather it is the employment standards branch and not the women's bureau itself that's carrying out the investigation of the status of women faculty members at the University of Toronto. Am I correct on that?

Mr. R. Johnston: It is an equal pay for equal work issue.

Hon. Mr. Guindon: Employment standards branch, yes. Although I think our women's bureau is taking a very active part as well.

Mr. Bounsall: Well, maybe I am being a little too formal at this point. I would like to ask a few questions under it and I can ask them here, or under the women's bureau.

Madam Chairman: Perhaps you would wait until item 3 then, Mr. Bounsall.

Mr. Bounsall: Pardon?

Madam Chairman: Would you wait until item 3 then, under the women's bureau for that particular question? Mr. Haggerty.

Mr. Haggerty: Yes, Madam Chairman, I only have one matter that I want to bring up to the attention of the minister. In the regulations concerning the Employment Standards Act, I wonder why there is no group of millwrights included in your regulations, or why they have been omitted from your group of tradesmen in the province?

Hon. Mr. Guindon: Millwrights?

Mr. Haggerty: Millwrights, that's right.

Mr. R. Johnston: I wonder if you are not talking about the Industrial Standards Act.

Mr. Haggerty: Well, industrial—I thought it came under your employment standards—it deals with wages and it might be under that branch, I don't know. It is not listed in there, and I was just wondering why it had been left out. Employment standards, might be—where you have a pipefitter, you have a tinsmith, and you have an electrician—there is a list of them in trades there.

Mr. R. Johnston: What section are you reading from?

Mr. Haggerty: Well, it's—I don't see it in the regulations and I was wondering why it is not included in the regulations. This is the classification that you have for your tradesmen.

Hon. Mr. Guindon: Which Act?

Mr. R. Johnston: Which Act are you—as I say?

Mr. Haggerty: I am trying to find it. Well it would be under the Apprenticeship and Tradesmen's Qualification Act.

Mr. R. Johnston: Oh, this is the Industrial Training Act—which is not in our ministry any more.

Mr. Deacon: I got caught the same way.

Mr. Haggerty: Yes, this is right. But I was just wondering perhaps, if you could give me a reason why it was left out of the Act before.

Mr. R. Johnston: I don't know, unless it is a trade where you don't earn the skill by the normal apprenticeship method.

Mr. Haggerty: Well it is a job classification in many industries in the Province of Ontario, and yet it is not included in the employment standards branch or under the Apprenticeship or Tradesmen's Qualification Act and I was just wondering why you had left it out.

Mr. R. Johnston: I am afraid I am a bit at a loss. Mr. Kinley do you know anything about this?

Mr. Kinley: I think it is mainly that the trades that are under the Apprenticeship Act are mainly the construction trades. Millright, of course, is mainly in the manufacturing industries, and there were some apprenticeship programmes there and still are, but I think that would be the explanation of why you don't find them. The pipefitter, plumber, carpenter, all of these appear, these are mainly construction jobs.

Mr. Haggerty: You mean what you are actually telling me is that there wasn't a big enough lobby put on to have it included.

Mr. Kinley: No, sir. No, I am not saying that. I am saying that apprenticeship didn't develop very rapidly in general industry. It has been growing.

Mr. Haggerty: But there wasn't too much encouragement—we won't get into that—it comes under another department but I was just wondering why it had been left out of the Employment Standards Act.

Madam Chairman: Any further questions, Mr. Haggerty.

Mr. Haggerty: No.

Madam Chairman: Item 2 carried?

Mr. J. F. Foulds (Port Arthur): No.

Madam Chairman: Mr. Foulds.

Mr. Foulds: I gather under this vote we discuss minimum wages? What is the rationale for the rate of \$1.30 per hour for students? Why is there a lower rate for students than for general industry or construction?

Hon. Mr. Guindon: Well, of course, the minimum wage for all people is \$1.65. Now, for students it is \$1.30. This was set, I think, in 1971, last year, and it is always subject to review. We are reviewing both at the present time, but the rationale, I imagine, is being—you know, I always make the same comments, but it is strictly a minimum. You have areas where they put much more than that. In construction, for instance, it is \$1.90 for students in the construction industry but \$1.30—

Mr. Foulds: You say where students are working in the construction industry it is \$1.90? Then why do you have a special rate for students at \$1.30?

Hon. Mr. Guindon: Well, it is not in the construction industry.

Mr. Foulds: Well, what work do students do that they only get paid \$1.30 for?

Hon. Mr. Guindon: Well, service station attendants I suppose and a similar type of job.

Mr. Foulds: I am sorry, I didn't hear that.

Hon. Mr. Guindon: Service station attendants and working in restaurants and the tourist industry.

Mr. Foulds: Why is that rate lower than, say, the general industry then? You know, what real justification is there for it?

Hon. Mr. Guindon: Well, for one thing you can't expect the same experience from a young student as you would from an adult. I suppose that is one of the reasons. I am not saying it is too much money, \$1.30 an hour, but I imagine that is one of the reasons behind the decision.

Mr. B. Newman (Windsor-Walkerville): A student is an adult under the Act if he is 18 years of age.

Hon. Mr. Guindon: Oh, well yes, students now are starting to work at 16 and 17, they all want some—

Mr. B. Newman: No, but at 18. If he is 18, I don't see how you could use a student rate.

Mr. Deacon: I would think those students who are really competing in productivity with other employees would get more than \$1.30 because I know plenty who do.

Mr. Bounsall: On this point, when I first read that in the Act, I assumed, perhaps simply-mindedly, that by "student" you meant someone younger than a certain age. I didn't read it as a student in any formal sense of the word "student."

Can I have some clarification? Does it really mean a student irrespective of that student's age or does it really refer to an age such as under 18, or under 16, or whatever it is?

Hon. Mr. Guindon: My explanation would be from my own experience. I would think you would have a hard time getting anyone over 18 to work for \$1.30 an hour. You can't get service station attendants even in Cornwall where we have a high rate of unemployment for less than \$1.75 and \$2 and more.

Mr. Bounsall: Are there no service station attendants paid at the minimum wage in Cornwall—\$1.65?

Hon. Mr. Guindon: I imagine some; but I mean there are others who are paying more than that.

Mr. Bounsall: Well, I would like clarification on this point, if we could find it, as to whether it is formally a student or whether it is formally an age.

Mr. R. Johnston: I don't think it is an age. I think the essential point is that it must be a person who is returning to school.

Mr. Bounsall: Like a high school student?

Mr. R. Johnston: It could be any kind of a student.

Mr. Bounsall: You mean any sort of person on a temporary basis as opposed to—

Mr. R. Johnston: Obviously it is mainly directed to summer employment. And one of the considerations in setting a rate, as I understand it, although it is before my time, is that firstly there are a lot paying more than a minimum wage, but it was designed to be set low enough so that it wouldn't be a deterrent.

It was felt in the case of summer employment that on balance it is probably more important to create or permit as many jobs as you can than it is to keep the wage up. If you got to the point where the wage was actually a deterrent to giving people summer jobs then that would be considered too high and, of course, while it varies from occupation to occupation, many of the summer students that people employ are not really doing the full job of the person that they are filling in for or whatever.

Mr. Bounsall: Well, now that we are in the area of encouragement of summer students, or encouragement of students to work summers and what might be a disincentive for them to be employed, is this only the second year of the advertising campaign? How long has it gone on?

Mr. R. Johnston: This is the third year, I think.

Mr. Bounsall: This is the third year. Was there any statistical difference between the number of students employed the summer prior to the first time the advertising campaign was widespread than in the years subsequent to that—in the first year particularly, but last year as well which would be the second year?

Mr. R. Johnston: It is my impression it has gone up every year.

Mr. Bounsall: The department does attribute that to the advertising programme?

Mr. R. Johnston: We would be shy to say that.

Hon. Mr. Guindon: Well, if you believe in advertising, it must certainly have been helpful.

Mr. Bounsall: Well, I am very doubtful if it has really that much of an effect. I mean most people, most employers certainly, most people know when vacations come both for university and high school students, for example. I am doubtful whether the fact that there is a billboard saying, "Look, hire one of them," assists that much. I know this came up in another vote, but we are talking of incentives for summer employment.

Hon. Mr. Guindon: Our programme was co-ordinated, of course, with the federal programme where they had a similar programme of advertising on the radio and television. I don't think they had posters or billboards, but

certainly they had ads in the papers as well, and our programme came in right after to supplement what the federal government was doing.

Madam Chairman: Mr. Shulman?

Mr. Shulman: Under the employment standards branch, I refer to page 28, and the third paragraph reads:

The Employment Standards Act provides working condition protection, particularly that segment of the work force that has little or no bargaining powers. This group includes recent immigrants, etc., etc.

I would like to discuss that particular problem, specifically in the case of recent immigrants who want to work here and who have money extracted from them, I guess you would have to say, under false pretences in order to get a right to work and then are not given the right to work.

Now since I first brought this up in the Legislature some months ago I received a great stack of letters on this subject. I don't want to read them all, I want to read one of them which pretty well summarizes what has happened to person after person. This particular letter is from Sturgeon Falls, Ont., and is dated March 16 last:

Dear Sir:

I would like to thank you for trying to expose some of the crookedness that is going on in local 128 of the boilermakers' union. I have only lived in Canada since 1967 and I have been shocked at the things that they are allowed to get away with.

My husband paid \$150 to join this local in March, 1967. He came to England to get me in November and when he went to the office in Sudbury to get a job he was told that he was unemployable as he wasn't a member. He went down to Toronto and he hadn't been heard of down there, and there was no mention of him on the books. He showed the receipts he had for the \$150 but they said it hadn't been paid into the central office.

I wanted my husband to go to court about this but he told me that I didn't understand that things are very different here than in England. We argued about this a lot until I was told by some friends that came over that if I was looking for widowhood this was one way to get it.

Mr. Petronski came up to Sudbury and asked my husband to pay another \$150 and he would have him working at once. He was unemployed for six months. I was also

told that even as members of local 128, it was the usual practice to buy Petronski a bottle as a bribe to get work before each job.

Needless to say my husband doesn't want me to involve him in this, but I thought I would write and let you know it isn't only the Toronto office that needs straightening out. It is the whole system. I wonder when Canadian men will realize that they are the union—

The rest of it is not too relevant. Perhaps I had better not mention her name, because I don't want to get her husband into any more difficulty than any of the others. But this is typical of a great pile of letters I have here, and the minister has now had some months to consider it and I would like to ask what he is doing about this.

Let me say before I ask him, that the men themselves can't clean it up. The members of this union are well aware that the people who are running it are crooked, they are well aware that they are being taken.

They tried at a recent election to vote all these people out of office and couldn't do so because they have a little rinkydink in their constitution whereby they have the right to disallow anyone standing for election who has not attended three-quarters of the meetings in the last two years. Of course they went through this, and in this way they disallowed anyone standing for election whom they didn't want running, and so the majority of the slate, I think all but two, were automatically re-elected without election.

We have the same crooks running this particular union, and there is another union I would like to refer to doing the same thing, worse actually, and that is Mr. Carroll's union.

I would like to ask the minister what is he doing about it. What is the department doing about it, what can be done about it?

Hon. Mr. Guindon: Well the cases you have just mentioned, I don't think come under the Employment Standards Act. I don't think—

Mr. Shulman: Well isn't this what it says? The Employment Standards Act:

—provides working condition protection, particularly that segment of the work force that has little or no bargaining powers. This group includes recent immigrants who are not familiar with our ways. These people are especially susceptible to exploitation, and their right to share in the benefits of our society and to work under conditions which closely reflect community

standards are of prime consideration to the efforts of this branch.

Isn't that what you are saying right here in your own book?

Hon. Mr. Guindon: Yes, but most of these cases don't come to our attention. Did he get in touch with our department, for one thing?

Mr. Shulman: Well, I made a speech in the Legislature which took a whole day, and I had hoped somebody had paid some attention.

Hon. Mr. Guindon: I think in the case you mentioned here there is only one recourse, and that is to take them to court.

Mr. Shulman: But these people are afraid.

Hon. Mr. Guindon: Afraid of what?

Mr. Shulman: Afraid of getting killed.

Hon. Mr. Guindon: Not in Ontario.

Mr. Shulman: Not in Ontario?

Hon. Mr. Guindon: No, I mean, really—

Mr. Shulman: These are new immigrants—

Mr. Foulds: It wasn't long ago that we had some shootings in northern Ontario with regard to a labour dispute.

Hon. Mr. Guindon: Well, deer hunting and things like this.

Mr. Shulman: Surely there is something the Department of Labour can do?

Hon. Mr. Guindon: Do you mean that these people are afraid to take them to court?

Mr. Shulman: Yes. This is a fairly typical response. I can read you others, although I don't see any point in repeating it. They are afraid of having reprisals against themselves—if not today, six weeks from today or six months from today.

Mr. Haggerty: What the member is saying is that a certain union can come into a place of industry in the Province of Ontario and pull a fellow off the assembly line or his place of work and say, "You cannot work in this place because you don't belong to our union." And there is no way that they can belong to the union unless they pay a large sum of money.

Mr. Shulman: But even if they pay it in, it disappears.

Mr. Haggerty: I don't know about that part, but I think the point that the member is trying to convey to the minister is that when unions first came into the Province of Ontario, one of the things they fought was this sort of business, which was carried on in local plants in the Province of Ontario, where the foremen were paid off by certain persons employed in industry so they could hold their jobs. Unions today are using that same practice.

Hon. Mr. Guindon: Well, I would be the most surprised Minister of Labour if this was a widespread thing. This is really the first it has come to my attention that this is being done.

Mr. Shulman: I'm surprised. Don't you read any of the speeches that I have given in this Legislature?

Hon. Mr. Guindon: I don't read them all. I listen to some of them when I'm in the House.

Mr. Shulman: I think someone in your department should be paying attention to what we are saying about you in there.

Mr. Bounsall: He only hears the nice things.

Mr. Shulman: Would you ask one of your assistants to go back and take a look at the debate that took place March 9, 10 or 13—somewhere in the middle of that long speech?

Mr. R. Johnston: Is this in reply to the Speech from the Throne?

Mr. Shulman: Yes, and I am specifically referring now to the International—

Mr. R. Johnston: I know the union all right. In fact, you mentioned Mr. Carroll; that is the same union.

Mr. Shulman: No, no. I'm coming to Mr. Carroll in a moment. I am now talking about the International Brotherhood of Boilermakers—

Mr. R. Johnston: Well, Mr. Petronski is in the Boilermakers too.

Mr. Shulman: Sorry. Who am I after now?

Mr. R. Johnston: I know the union. I negotiated with them more times than I care to remember.

Mr. Shulman: Right. The International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers.

Mr. R. Johnston: I know them—forgers.

Mr. Shulman: This union has done a long list of dishonest things, primarily for the purpose of stealing the money from the members. And I don't want to go through it all; it has all been said in Hansard already. What I am asking is, will you read this and give me some response as to what can be done to save the members from their leadership?

Hon. Mr. Guindon: And this happens mostly with immigrants, I understand, or anyone—but mostly immigrants.

Mr. Shulman: Well, it is more blatant with immigrants, but it is happening to people who were born here too.

Hon. Mr. Guindon: Okay. Yes, we'll look into the problem.

Mr. Shulman: Okay, now let's go on to the second example—

Mr. Bounsall: Just while we are on this point, regarding the \$150 that is required to be paid for the dubious honour of belonging to this union or this particular local, is that legal? Is there anything illegal about the extortion of funds in order to belong—

Mr. R. Johnston: This process is no different than for most so-called craft unions, particularly in the construction industry. Some of them have quite high dues and initiation fees, and many of them operate within a closed shop arrangement.

Mr. MacDonald: But is there no review, other than going to court?

Mr. R. Johnston: Usually there is, and besides going to court, which you say these people are afraid to do, the alternative is within the union itself to have the international put the local into trusteeship, and it has happened in a number of cases.

Mr. Shulman: Well, the international is worse than the local; the whole damned union is crooked.

Anyway, the membership had an honest group of trustees. They found the money was disappearing. They went down to the international and said, "Hey, these guys up here are stealing all the money. What are you going to do about it?" And they sent back a reply: "We instruct you, you are not to look into that any further."

Mr. MacDonald: My question is, is there any review over and above union procedures for a man who says, "Here's my receipt. I have paid \$150," and the union in effect says, "No, you haven't paid it"? Has the Department of Labour any power to intervene in that kind of situation other than to leave the man with the single recourse of taking it to court?

Hon. Mr. Guindon: The only experience I have had so far is through our employment standards branch. We can, for instance, collect wages that are due or owed to them. I wonder if we have the jurisdiction or the authority to do it in a case like this.

Mr. Haggerty: Well, usually you have a certificate of qualification. Would this not come under that branch? Couldn't you say, "You have qualified under our branch. You are a member of such-and-such a union. You have paid your dues and so forth"? Wouldn't you have a record of this? Or couldn't you have a record of this?

Hon. Mr. Guindon: I don't think we have a record of this, do we?

Mr. J. McNie (Hamilton West): Maybe Mr. MacDonald is suggesting that the government should be auditing union books.

Mr. Shulman: You're damned right!

Mr. Foulds: Just as we should be auditing every corporation's books as well!

An hon. member: No reason why not!

Mr. McNie: There are audits, you know, when they have a closing or a shutdown.

Mr. MacDonald: Not the Provincial Auditor, though, please.

Mr. McNie: Touché.

Mr. Shulman: What recourse have we got when a group of crooks get control of a small craft union? It is obviously not a problem in the industrial unions. They are big, there has never been a hint of scandal and there are enough people looking over their shoulder all the time. It's these small craft unions that are being run from the States—there are at least two of them where this has happened; the other one is the Operative Plasterers and Cement Masons—I'll come to them in a minute. But shouldn't the membership be able to come to you or your department and get some help?

Mr. MacDonald: What about the minister's point? It is very interesting. He has got the power to step in and claim wages the worker is entitled to but which he has been denied. I know you do it—

Hon. Mr. Guindon: Right. We do it every day.

Mr. MacDonald: I know you do it every day; in fact, you've claimed that you got \$2 million back wages or something.

Hon. Mr. Guindon: Over \$2 million. Right.

Mr. MacDonald: Would that same power, or a variation of it, permit you to step in and regularize this kind of procedure where they just refuse to acknowledge their own receipt for the payment of \$150?

Hon. Mr. Guindon: Well, I would think so. I don't see why we couldn't.

Mr. MacDonald: As one layman to another, we agree?

Hon. Mr. Guindon: Well, naturally I have to find out.

Mr. Carruthers: It was worth a try anyway.

Hon. Mr. Guindon: But there again, the name of your chap will come up. It is almost the same thing as if you were going to court.

Mr. Shulman: As long as we have a dozen names. We can give you lots of names. I just didn't want to single one man out tonight, that's all.

Hon. Mr. Guindon: I know, but—

Mr. Shulman: I can give you 24 names, as long as they are all going to come out.

The majority of the people in the union are decent honest people and they want to clean up this mess—but they are hobbled. They are hobbled by the international, which won't help them—in fact, they are working against them at headquarters down in the States—they are hobbled by the people who are in charge up here, who are crooked, and they are hobbled because they can't have an honest election since they are not allowed to run.

Mr. Haggerty: The whole thing boils down to the fact that their regulations, which are drafted in the United States, seem to override the regulations that are set under the Employment Standards Act. This is why I suggested you should have them all registered under the Apprenticeship and Trades-

men's Qualification Act of the Province of Ontario. Then they would be qualified and be able to go into any place and work without having to go through the union.

Once they have this proper certification, there should be no holdback; they shouldn't be denied the right to employment in Ontario. But the union can certainly blackball them, that's for sure.

Mr. Carruthers: They are not registered in Ontario?

Mr. Haggerty: Their regulations, which come from their union in the States—I think it is from Washington—seem to override any legislation we have here.

Mr. Carruthers: Why is that?

Mr. Haggerty: In a sense, some can be qualified under the Apprenticeship and Tradesmen's Qualification Act in the Province of Ontario, but they don't qualify under their union. This is why they can't get a job. They are blackballed this way.

Mr. Carruthers: I don't see why.

Mr. Haggerty: It is almost as it is in the teachers' profession.

Mr. Bounsall: In this matter, Mr. Johnston—

Hon. Mr. Guindon: I'd like to clean it up if we could.

Mr. Bounsall: In this matter, Mr. Johnston said he was all too aware of this particular union.

Mr. R. Johnston: I wasn't aware of it in the context in which it has been raised. Maybe they got that way since I bargained with them. Most of the people I bargained with have died, as a matter of fact.

Mr. Carruthers: An easy way to wipe them out.

Mr. R. Johnston: They didn't have this reputation at that time.

Mr. Bounsall: That was part of my question. In what other context, other than this, which obviously you just said you hadn't been aware of, have you seen this union all too often?

Mr. R. Johnston: No, I saw them all too often as a person on the other side of the bargaining table between 1959 and 1964. Well, we'll look into this. Frankly, you do have us at a bit of a disadvantage. This is

obviously the matter you would like to have raised under the—

Mr. Shulman: It's a pity I couldn't.

Mr. R. Johnston: —labour relations section and we had an army of people here who could have told whether there are any provisions in our Act that would be of assistance. Frankly, I am somewhat doubtful that there is. There is one section that might be of assistance.

Mr. Shulman: Well, will you agree with me, that if there is no section that can be of assistance, there should be a section that can be of assistance?

Mr. Bounsall: One more phrase from the Employment Standards Act at the appropriate point might do it, if I recall the Act. I don't have it here with me, so I can't point to it. But there is a general catch phrase about fines under the Act for the various back fees not collected. I think there's a catch-all phrase, something to the effect of "any other offences," without specifying it might be caught up.

Hon. Mr. Guindon: That we could use to—

Mr. R. Johnston: There is a section of the Act that might have application, section 61. But we have the same dilemma really that we mentioned—or you mentioned—in respect of his going to court. Unless the person concerned is prepared to file a complaint under the Labour Relations Act—

Mr. Shulman: Yes, I have.

Mr. R. Johnston: Again we can't do much about it—

Mr. Shulman: If I can produce people prepared to file a complaint, can you step in—can you do something?

Mr. R. Johnston: Well, if he files a complaint under this section, the Labour Relations Board would send a field officer in to examine it. If it comes within the meaning of that section.

Mr. Shulman: Well then, just before I abandon this, will you read in detail—I don't want to repeat it tonight what has already gone into Hansard?

Mr. R. Johnston: I certainly will.

Mr. Shulman: And will I get some response as to what you people can do to help?

Mr. R. Johnston: Yes, you will.

Mr. Shulman: If the people are being exploited?

At the same time, I'd like you to take a look at the Operative Plasterers and Cement Masons' International Association of the United State and Canada, a little club that's headed by Charlie Irvine. This is really a wild one. They are extracting much larger sums of money. Back in February, I got a letter from a group of people up in Brantford. They have a thing called a "health in industry, welfare and pension trust fund." Under this they—

Mr. Bounsall: Whose welfare?

Mr. Shulman: Well, that's the question. They extract so much an hour from the men, which is subsequently supposed to be paid to them. But they just don't get it; and I wrote to Mr. Irvine, back in February. These people are Italian immigrants. They had gone down to the head office here in Toronto, and said: "We'd like to get our money." They were thrown out of the office. The words were: "We don't want any Wops in here. And get the"—and then there is a bad word—"out of this office." And they wrote letters with no response. They went to see Irvine himself—no response. And finally they came to me and I wrote a letter to Mr. Irvine and he wrote me back:

Dear Sir:

We can tell you that nothing has been held back and we've never had any complaints to this office and everything has gone out.

I wrote him back a second time and I said: "Well thank you for your letter, but none of the following people have been able to receive the moneys owing them" and I listed all these people. And I never heard from Mr. Irvine again; but the next day the money was delivered to them. So, these people are susceptible to pressure, and yet it seems very strange that an opposition MPP has to go fighting them to get their money.

Hon. Mr. Guindon: Well, because they wrote to you.

Mr. Shulman: Yes, they wrote to me because they'd been to the Ministry of Labour and couldn't get any results.

Mr. R. Johnston: Well the truth is that, we could, I suppose, try unofficially to do something about it; we would have no authority under our legislation to deal with that particular situation.

Mr. Shulman: Well shouldn't you have such authority? If you haven't got it, shouldn't you be preparing such authority?

Mr. MacDonald: For example, in the American instance with the United Mine Workers at the present time, they've intervened. Well you know, there's the shooting and the election; and things of that nature. If it is criminal, surely you have authority. I mean, if you haven't got it directly, you can ask the Attorney General (Mr. Bales) to take action. He takes action in terms of violation of the Criminal Code. And some of these things are straight criminality, it seems to me.

Mr. R. Johnston: Yes, I would say in that last instance the remedy would be through the courts.

Mr. Handleman: The department would have to lay a charge on behalf of the individual then.

Mr. R. Johnston: No, we can't do that.

Mr. Shulman: You can't do that?

Mr. R. Johnston: We have no authority under this Act to act as the complainant or on behalf of the complainant.

Mr. Handleman: You don't have to file a complaint. It's only in fraud and extortion, the state has a responsibility—

Mr. R. Johnston: Oh yes, I know, but I think Mr. Shulman was surprised—we had a discussion about this yesterday. The government is not able in Ontario, or as far as I know in any jurisdiction in Canada, to do what they can do under the federal legislation in the United States and that is to act, in effect, as the agent of the complainant, and have the carriage of the case once it's been launched. Which is somewhat the way that we operate under the Employment Standards Act. But we don't operate in that respect, under the Labour Relations Act; and it's not so drawn.

Mr. MacDonald: No, but I repeat, if the instance is a prima facie case of a violation of the Criminal Code, you may not have the power under the statutes in your department. But if you draw it to the attention of the Attorney General, he quite frankly would be negligent if he didn't, though his Crown attorneys, have a charge laid.

Mr. R. Johnston: Somebody has to prove it.

Mr. Handleman: Well he has; he has to get the evidence, obviously.

Mr. MacDonald: He has to get the evidence and then—

Mr. McNie: Well, Madam Chairman, I think that just as Mr. Shulman was able to effect settlement here through publicity, or the fear of publicity, or someone looking into the situation. I think that the government has to operate on the same premise, and has done so in other areas, very effectively. I don't think it has to come to court; but I think there always has to be this hanging over their heads. That's the only way they respond.

Mr. Carruthers: We run into this in so many instances. I've had many similar situations, not with labour, but in other areas. If a member of Parliament writes to one of these schools, for instance, in the United States that's taken \$100 or \$200 from someone, they start to respond.

Mr. Shulman: Well, unfortunately—

Mr. Carruthers: They never answer anyone else's letter.

Mr. Shulman: Perhaps I have been successful in helping with a few individuals. But obviously, as far as the boilermakers go, the surface hasn't even been scratched; and it's really up to the minister. Anyway, all I'm asking is: Will you look into it and will I get some response within a reasonable time?

Hon. Mr. Guindon: Yes, you will.

Mr. Bounsall: Just before we leave this, Madam Chairman, the route suggested by the member for York South, in alerting the Attorney General that he would be negligent in cases like this if he doesn't proceed, is probably the best one.

But the remarks from Mr. McNie are very appropriate too. Because right within your own Ministry of Labour, the Ontario Human Rights Commission, from what we heard this afternoon and what we know goes on, has a lot of its cases that it handles and delves into as informal ones, or miscellaneous ones. They know darn well they don't have the power to go ahead and prosecute under the Act. But they go ahead and investigate and they go ahead and they make contact.

If it's a case of a derogatory epithet used about a person at work, they do contact the company, knowing full well that there's nothing formally under the Act they can do. And this sometimes gets results. I know of one case where the company almost overnight requested that they put on an educational course for all of their managers.

And it's this area that Mr. McNie was referring to. It's a very simple approach, not just from an MPP, but from someone in the Ministry of Labour. If they would simply send a letter, this might produce similar results. Maybe in some cases you certainly know you don't have the authority, but don't let this fact prevent you from doing something about it. This is the same way the Ontario Human Rights Commission has to operate in many of its areas.

Mr. Carruthers: I think you're missing a point. I think you're missing the point that Mr. Shulman brought out, that he wants to protect the individual's name. Because if they get word of it, they'll threaten them. Is that right?

Mr. Shulman: The reason that the individuals are frightened is that they have found, through experience, that their appeals to government have been useless because in each case, they get the same response: "We have no legal power to do anything." And the ones who have spoken out have suffered either financially or physically.

Mr. Carruthers: That's right!

Mr. Shulman: And so the story has got about, truthfully or otherwise, as this woman puts it: This is a good way to get widowhood, if you have your husband speak out. Now I'm sure it's exaggerated, but on the other hand, they are afraid this will happen. And the only way you're going to get the people to speak out is if someone responsible in government stands up and says: "We'll back you up and we will take this thing to court and we'll follow through." But if a guy's going to speak up, make a complaint and then find government does nothing, and he's suddenly a pariah—

Mr. Carruthers: What I'm concerned about is that even if government took the action and they found who it was, would they react?

Mr. Shulman: I think not, because there are enough people now—at least that I'm aware of. There are several dozen in this one union who are prepared to speak out and have their names used.

Mr. Carruthers: Well, that might be.

Mr. MacDonald: Madam Chairman, I wonder if the minister—this is just a brainwave I have here. What about the appointment of a labour ombudsman, one more staff member, to whom complaints of this nature could

be made? And he could write with the authority of the Department of Labour.

Hon. Mr. Guindon: Well, mind you, we have 117 ombudsmen already. We get an awful lot of letters from all the members in cases similar—not exactly like yours—but a broad spectrum of complaints which we do investigate. But what you have in mind, Mr. MacDonald, is an ombudsman who would strictly look after complaints concerning all of the Acts that we administer?

Mr. MacDonald: Right.

Mr. Bounsall: The informal complaints, ones you'd have to classify and report as being informal, because you don't have the power.

Hon. Mr. Guindon: Yes and correlate with the AG perhaps, whenever it's a criminal act.

Mr. MacDonald: If it's a criminal act, then you pass it on to the AG, because I can see you being inundated if you haven't got one person who is sort of handling things.

As a matter of fact, consider Mr. McNie's proposition—there's a small group of unions who really give the whole trade union movement a bad name, and play into the hands of people who are opponents of the trade union movement as a whole. It's just a small group of craft unions which represent a very small proportion of the work force. And it becomes very difficult, with their constitutions, to clean up—in fact almost impossible for the members to clean them up themselves.

Hon. Mr. Guindon: I can see that. And it's very damaging to the image of the trade unions, too.

Mr. Foulds: Madam Chairman, if we're finished with this particular point, I want to press the point about the minimum wage for students. If I might go a bit further, I just want to clarify in my own mind—this is largely a rate that is paid to any student of any age if he's returning to school?

Hon. Mr. Guindon: For summer employment.

Mr. Foulds: For summer employment.

Mr. MacDonald: Including the PhD students?

Mr. Foulds: What happens—pardon me?

Mr. MacDonald: Including the PhD students?

Mr. Foulds: Right, PhD students, or an adult student with a family.

Mr. R. Johnston: But it's minimum.

Mr. Foulds: Right, it is the minimum. But that's the only protection that the worker has in some industries. Right? Would the department give consideration to just scraping the student rate? Because I see no reason why there should be a discriminatory rate for students.

All workers that are beginning a job for the first time, whether they're a student, or a person who has left school and is 16, 17 or 18 years of age, are largely inexperienced. That doesn't seem to me to be any kind of a rationale. It's discriminatory against the student who wants to go out and work and get a job—because his total income for a month would be something like \$221. He could probably get more on the LIP grant, you know.

Hon. Mr. Guindon: Oh, far more.

Mr. Foulds: Why not just make it a basic \$1.65 rate? We in this party think that even that's a low minimum wage. But it also lends itself, I think, to a slight abuse, in that it could be a way in which you could seek, frankly, cheap employment. And surely there's a danger there?

Hon. Mr. Guindon: Well, as I said yesterday, we are reviewing the minimum wage provisions. I expect a report in September or October at the latest. This will come up, of course. But our concern, too, is to make sure that we're not losing jobs over it. We have to look at both sides, but this will surely come up in the report that I'm expecting fairly shortly.

Mr. Foulds: Yes, but surely there are—what's the difference, 35 cents?

Hon. Mr. Guindon: Well, you know, if you want to really talk reality, try to hire a student of 18, 20 or 22 for \$1.30. Try to get one.

Mr. Foulds: Well, you think of reality also. Think of the situation in which there is no other opportunity available for that person, and he has to take the job if he wants any kind of income. I mean there's the other side of the question, Mr. Minister.

Hon. Mr. Guindon: Well, I don't know. I hire people myself, and I'm telling you I know at \$1.30 I wouldn't get any student

around our place. And we're just as depressed as any place in Ontario.

Mr. Foulds: You know, I'm thinking—

Hon. Mr. Guindon: I know the point you are trying to make. But really in practice, it doesn't happen.

Mr. Foulds: Well, if in practice it does not happen—

Hon. Mr. Guindon: Not to my knowledge.

Mr. Foulds: —let's bring the legislation up to conform with practice.

Hon. Mr. Guindon: Well, that's why it's up for review.

Mr. Bounsall: I am glad to hear you say that, that it's up for review. And the review may well take the tack of getting rid of it, or looking at another aspect of it. I can almost agree with you on the one point. Let's say that, for the sake of argument, I'll agree that on an age basis—

Mr. Foulds: You're too kind.

Mr. Bounsall: Yes, I know. You may well have the argument right, that someone who is of a certain age cannot really replace, effectively, the person he's replacing on summer vacation, on the basis of age and lack of experience.

But if you look at the extrapolations and enrolment projections for university students, for example, starting by 1975, it shows that over 40 per cent of them are going to be over the age of 25.

Yet, technically, this would apply to them, even though you can't hire them. But then the point is, what's the worth of it in any event? If you're going to retain a minimum age for a lower grouping, even for summer-time employment, it might best be tied to an age, if at all. If it doesn't disappear completely, it might best be tied to an age.

Mr. McNie: Madam Chairman, could I add something to what Mr. Bounsall is saying? We've got to watch—and I think you're just touching on this now—that we don't discourage employment of younger students.

In my own office, for instance, we're being encouraged to bring students in from high schools and have them work for two weeks to a month. And we do a lot of this, and we're glad to have them in. But with very rare exceptions do they really contribute in the first two weeks, or even the month they're there, to any great extent.

I think that while we'd be prepared probably to go up to \$1.65, a lot of companies look on this as an effort to try and help the schools, and whatnot. It's an inconvenience, a great inconvenience to bring them in. There's a lot of supervision involved, and very rarely do you hire the students you have in. It's part of a co-op programme and I think that these salaries should be kept low enough that we can interest small companies and large companies, both, in bringing students in and giving them this work experience.

Mr. Foulds: But this—

Mr. McNie: There's one other point, if I may say this. There are two sides to this here. There are more than two sides to it. I think that this whole question of earnings and the emphasis on student needs, sometimes can be exaggerated. I am speaking as someone who has teenagers looking for work during the summer.

I was talking to a woman this morning—and this might more properly be discussed in Mr. Brunelle's department—but she's a blind woman who's getting a pension of \$145 a month, who works at Amity, and is only allowed to earn up to \$24 a month to supplement her income. Which brings her up to the magnificent sum of something less than \$50 a week. And she wants to work. But Amity require this work to be done, so they bring students in, probably earning what you're talking about, something in the order of \$50 or \$75 a week. If you use the figure you're talking about, it is about \$25 more than she's making, together with her pension.

So, these are some of the equations, some of the things we have to face. And the psychological effect on people like this is something fierce, you know. Here are people who want to work, want to be gainfully employed. And they have people come in who are inexperienced, and earning far more than they are.

Mr. Foulds: That's one of the ways, I quite agree, which is discriminatory. It's discriminatory not only against the student, but it's discriminatory because he can, at that low wage, from the employer's point of view, provide unfair competition for the more experienced worker who would be getting \$1.65, even with the minimum thing.

To get back to your first point, the point about the students who come in from the school system and work for a month—that's an entirely different situation because you have a combination of work-learning there, and that, it seems to me could be handled

under some kind of subsidiary clause of either the Education Act or a definite exception made.

Mr. McNie: This is the way it was really intended. I think that was Mr. Johnston's feeling, wasn't it? This is what your understanding of student was? That this was somebody who was only part-time, and unless they were—

Mr. Foulds: No, this is a person who goes to school in the winter and goes out and finds a job in the summer. Not connected with his schooling particularly or necessarily.

Mr. McNie: No. But to distinguish between the person on a construction job or working for Stelco or Dofasco in a blast furnace—where they are being paid the going rate—and the person who is being employed in a very casual way by someone who may or may not be able to get along without him.

This is the problem the smaller businessman has to face. How badly does he need this extra help? One of the reasons they advertise is to try to encourage people to stretch themselves a little and make room for one more person on their staff—hopefully, not at the expense of a permanent employee, to pursue your point.

Mr. Foulds: Right.

Mr. Bounsall: Madam Chairman, if I could, through you, speak to one of the points that the member for Hamilton West brought up. In his own situation, the member for Hamilton West wouldn't employ an 18-year-old in the sort of category that he has described in his employment, the two-weeks-to-a-month type of person. I am not suggesting that the age that I have proposed is the panacea for the whole thing; it's very complicated. Would you be hiring younger student replacements, not 18 or over? This was one of my points; that an age is one way of getting at it.

Mr. McNie: Yes, I think age would be one of the ways. It gets back to your definition of student, or your understanding of what a student was. I don't think a student should be 25. That wouldn't be my understanding; I think somebody is misrepresenting it with intent when they do. I would like to know of people who are 25, who are being paid \$1.30, on the strength of their being described as students. Do you know of that being done?

Mr. Foulds: No, but it is possible under the legislation. That is the point. The minister says it's not done in practice. That may

very well be true but if it is not done in practice, let us bring the theory in the legislation to conform with practice.

Madam Chairman: Well, gentlemen—excuse me, Mr. Minister.

Hon. Mr. Guindon: Very briefly; it's fact—it's not done in practice that I know of. It's strictly a minimum. There is another aspect that we haven't touched upon. I don't know how many employers in this province will employ students more or less on compassionate grounds. You know, not generally speaking, but there are some of them who really don't produce too much and that might cost the employer an awful lot of money because of blunders and so on. This happens every day. We have to take this into consideration, too.

Mr. Bounsall: Yes. I agree with the minister on this point but here again you're not talking of an older student. This is why I really object to the word "student" here. I read it a certain way which obviously is not the way it should be read, even though in practice you might read it the way I read it—as being 18 or over. The compassionate person, just creating a job, does not hire an 18-year-old. I think you're really talking about a 15-year-old person he knows; or it might not necessarily be somebody he knows, but someone from the younger groups whom he wouldn't mind seeing getting some experience in a store or whatever it is that he has.

Hon. Mr. Guindon: Or families. Large families with eight or nine children and you want to help them out a bit. In any event it's all under review.

Mr. Foulds: I am sure the minister understands my point. It is the abuse that is possible, say, of a girl of 21, who is a university student and trying to earn some money as a waitress or something like that. This could be abused so that she could get only \$1.30 an hour. That seems to me unfair and unjust.

Hon. Mr. Guindon: Plus her tips.

Madam Chairman: Gentlemen, this has been given considerable discussion and as the minister has indicated, it is under review. Is item 2 carried?

Carried.

Item 3.

Mr. Bounsall: Madam Chairman, on item 3, you referred my question with respect to the study investigation at the University of

Toronto, from employment standards to this particular vote. Although the women's bureau has an interest in it, I understand that the employment standards branch was the one carrying it out. That is, the investigations into the situation of women faculty particularly at the University of Toronto.

I have several questions on this. First of all, is it the employment standards branch? How soon might we expect this study to be completed? What is the scope of this study?

Hon. Mr. Guindon: Would Mr. Armstrong come forward, please?

Mr. R. Johnston: I think the question is where are we in examining the question of whether female faculty members at the university of Toronto are being paid less than their male counterparts for the same work?

Mr. Bounsall: Yes. I understand there is a specific study being done at the University of Toronto on this.

Mr. Armstrong: Yes, there was an ad hoc committee formed for the study of the status of women at the university. It was centred generally in the area of the academics; that is, they did not deal with the other staff. This dealt with the academics.

They submitted a report which the university has; and we have a copy of it. It deals to a great extent with equal opportunity rather than equal pay for equal work but equal pay for equal work is a factor. We are working with the university now to start off and find out where we can go and how we can best accomplish the aims of equal pay for equal work.

It's a complicated problem in that the academic salaries are based in several areas. They are based on experience, education, the number of papers that the person has had published. There are many factors; the law of supply and demand also comes into it. There are many factors and we have started to work with the university to find out where we can go and how we can do it.

Mr. Bounsall: I gather from what you said that the report is in.

Mr. Armstrong: The report of the ad hoc university committee.

Mr. Bounsall: The report of the ad hoc university committee?

Mr. Armstrong: Yes.

Mr. Bounsall: Which has caused this investigation—

Mr. Armstrong: Correct.

Mr. Bounsall: —from your department—another separate investigation.

Mr. Armstrong: Correct, yes.

Mr. Bounsall: So your own investigation has just nicely started then?

Mr. Armstrong: That is correct.

Mr. Bounsall: Another question on this: So far as you know, have any of the findings of this branch borne out the ad hoc findings?

Mr. Armstrong: We are not deep enough into the investigation to comment on that at all.

Mr. Bounsall: Does it carry over into fringe benefits as well as salaries and appointments and level of appointment vis-à-vis the educational background, and so on?

Mr. Armstrong: I think that—

Mr. R. Johnston: No. It might but there would be no authority for it, because the provisions of the Employment Standards Act that we're talking about only apply to wages.

Mr. Bounsall: So you are only looking into the wage situation at time of employment, to see if that matched up with the educational background and experience, and then, as you went along, the wage differentials that occurred involving merit.

Mr. Armstrong: The equal pay for equal work deals with a male-female situation where the jobs are similar and require equal skill, effort and responsibility. Then they must receive the same pay rates, that is, one can't be paid more than the other. Other factors in there are experience, seniority, and so on. You can have a difference because of seniority; but we're looking at the equal day for equal work problem.

Mr. Bounsall: Under that general heading, I would assume that this would take in all the factors that would come to my mind as being mentioned. You would have to look at that in a typical university context in order to compare the equal pay provision.

Mr. Armstrong: You mean into academic qualifications, and so on? I should think that would come into it, yes.

Mr. Bounsall: I mean when this first came to my attention—I am from a university setting myself—and looking at my own setting, I knew that my university didn't discriminate.

I asked the six or seven women whom I bumped into from my university informally over the last six weeks were they discriminated against, the answer is no. So I tended, on a purely personal basis, to doubt some of the ad hoc report from Toronto initially.

But there are ways that you can. For example, someone with a master's degree is hired at a particular level almost automatically, in their background qualifications. Someone with a PhD is hired almost automatically at a different level and, depending upon the post-doctoral experience, at various salary levels up from the base, and so on. This is fairly common practice at university, and I assume that in comparing this equal pay situation, that this is being taken into account.

Mr. Armstrong: Oh, definitely. Those are factors that will determine whether equal pay is going to apply or not, yes.

Mr. Bounsall: Yes. How big is the committee doing the investigation?

Mr. Armstrong: From the branch?

Mr. Bounsall: Yes, from the branch.

Mr. Armstrong: Well, at the present time we are setting the groundwork to see where we start. I don't know how big it is. The university has some 150 faculties and so I simply cannot predict that. But we are setting the groundwork of just where to start from. The scope would be so large that you have to find out where to go right off the bat.

Mr. Bounsall: Okay, so you are just really writing the ground rules to get the committee going.

Mr. Armstrong: Right.

Mr. Bounsall: Will it all be people from your branch, or will you be involving other people right on the committee? I am not suggesting that you pay them, but you might get all kinds of volunteers from the U of T sitting so close to it on this investigation committee.

Mr. Armstrong: It will be done through the branch. Branch personnel will do it.

Mr. Bounsall: Personnel from the branch.

Mr. Armstrong: Yes.

Mr. Bounsall: I have one other point, generally, about the women's bureau, Madam Chairman. One of the things that has impressed me about the women's bureau has

been the quality of their publications. They do a very good job in this respect, and I assume the publications come under the services part of this vote? The \$78,000? Is that where you might find publications?

Mr. R. Johnston: I am not sure whether that is the case or whether some of it would be covered in the budget of the information branch. I think it is probably covered by part of the budget of the information branch, although the people in the women's bureau—that is not so? It is in this.

Mr. Bounsall: It is all in this one figure here?

Mr. R. Johnston: It is all in here.

Mr. Bounsall: Well, I certainly hope that it continues to be adequate because they do, in my opinion, a very good job in disseminating the knowledge that they have, and the regulations, in a very attractive way.

However, one thing vaguely bothers me a little bit about the women's bureau, apart from the positive point that I am very glad it is there. This is the area that I think a lot more work needs to be done on.

Perhaps we need to give them more staff. Maybe that is where I would tend to be critical—where the whole thing falls. They don't have enough staff to do it. I get the feeling that the women's bureau is very willing to accept complaints. I think you are met with a very positive response when you contact the women's bureau. Anyone is met with a pretty positive response. But then I get the feeling that the complaint is followed up more or less actively, or more or less passively, with very little effort on the part of the women's bureau to go and seek out potential, bothersome and troubled areas.

I don't want to keep using this one area of your branch as a model, but I rather get the impression that the Human Rights Commission, although it gets a contact in many cases, is very aware of areas into which it should be going, and I think sometimes does. It does have an outreaching attitude to it, in spite of all the complaints that it gets. I rather get the feeling that in the women's bureau you don't get this sort of voluntary outreach.

Hon. Mr. Guindon: I think we recognize that our women's bureau can do more in this respect. We are contemplating making some changes before too long where we can use our field workers, whether they are in Windsor, or Thunder Bay, or Ottawa, who are

presently working with the Human Rights Commission and could possibly be very helpful for the women's bureau as well—to seek out, as you say, some of this information.

Mr. Bounsall: The other point that occurs to me with sex and marital status coming into the Ontario Human Rights Code—

Hon. Mr. Guindon: Hopefully—if the Legislature approves it.

Mr. Bounsall: Well, certainly you have the support of our party in this venture, Mr. Minister. In this area, would you see a coming together, therefore, of the women's bureau and the Human Rights Commission? Because certainly the Human Rights Commission would then have women under its—

Hon. Mr. Guindon: Well, we certainly want all the public exposure possible to our women's bureau. As you said earlier, I think they are doing an excellent job, and we want all the public exposure for the women's bureau. But there is the possibility that we can join and work with the Human Rights Commission and be able to perform a more useful function.

Mr. Bounsall: When you mentioned the field workers of the Human Rights Commission, it seemed quite natural that as they are following up on when and if sex gets into the Act they would become field workers in that sense of the women's bureau. Where does the rest of it come together?

Hon. Mr. Guindon: That's what we have in mind.

Mr. R. Johnston: Presently the women's bureau is part of the employment services division. The Human Rights Commission is separate. We do see bringing them together but we are not just going to merge them because there is a need to maintain some separate identity for the women's bureau. Many of their activities—you have mentioned the one of literature and information which in turn is related to counselling—these are functions that are fairly distinct in respect of the problems of women in employment. We want to maintain what we have been able to do in that area and at the same time take advantage of the fact that the Human Rights Commission does have a field staff and the women's bureau doesn't. We see them really helping each other. They have each got something to contribute to the other, we think.

Mr. Bounsall: I can see that—or your field workers for the Human Rights Commission

becoming involved only in the field of women. I can see where you don't want to overlap them, maybe, to all that great an extent.

Mr. R. Johnston: No. We feel there will be something to be said for having an officer after appropriate training to whom a person who is being discriminated against can go to, whether it's on the basis of sex, race or any one of the various criteria. At the moment, of course, it would require some cross training between the bureau and the commission staff.

Mr. Bounsall: Here again, I think I asked the question but I am not sure I got the answer under the Human Rights Commission, so maybe it is appropriate here. I talked generally about increase of staff in the Human Rights Commission and I thought they had fewer staff than was required to do their job effectively. When sex comes into that Act, I would anticipate a great increase—somewhat of an increase at least, if not a great one—in the volume of the work.

Mr. R. Johnston: We agree with that.

Mr. Bounsall: Has this been taken into account in your staffing this year?

Mr. R. Johnston: We have taken it into account, but we have to convince the Management Board and others of the need. We are hopeful there will be more staff for that.

Mr. Bounsall: It isn't reflected in the estimates?

Mr. R. Johnston: No, it is not.

Mr. Bounsall: That's a pity. I feel that's a pity.

Mr. R. Johnston: At the time these estimates were prepared, we didn't know for sure what the timing would be on the addition of sex and marital status to the code.

Madam Chairman: Is item 3 carried, gentlemen?

Carried.

Vote 1705 agreed to.

Madam Chairman: Gentlemen, this concludes the estimates of the Ministry of Labour. Thank you very much for your co-operation.

The committee adjourned at 9:40 o'clock, p.m.

CONTENTS

Thursday, June 8, 1972

Employment services programme, concluded	S-1129
Adjournment	S-1151

S-38



Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications

Chairman: Mrs. M. Scrivener

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Monday, June 12, 1972

Afternoon Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

MONDAY, JUNE 12, 1972

The committee met at 3:20 o'clock, p.m., in committee room No. 1; Mrs. M. Scrivener in the chair.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

Madam Chairman: Mr. Minister and gentlemen, we will come to order for the first meeting of the hearing of estimates for the Ministry of Transportation and Communications.

We will have a very brief statement from the minister and then we will hear from the transportation critics for the Liberal Party and for the NDP. I would ask you generally to speak to one item and then follow up with supplementary questions.

Before you commence, Mr. Minister, I would like to inform you that this afternoon we will rise at 5 o'clock and recommence at 8 o'clock, continuing until 10:30. Tomorrow we will resume again after oral questions in the House and tomorrow we will rise at 5:30 because the minister has an engagement he must attend. Other than that, I think our sessions will be just as usual.

Mr. H. C. Parrott (Oxford): We will rise for the day at 5:30 o'clock?

Madam Chairman: Today?

Mr. Parrott: No, 5.30 tomorrow for the day?

Madam Chairman: No, we will continue in the evening, I hope.

Hon. G. R. Carton (Minister of Transportation and Communications): It is not that long an engagement, Harry.

Madam Chairman: So, Mr. Minister, would you like to commence, please?

Hon. Mr. Carton: Madam Chairman and committee members, I thought perhaps that since this was the first time, or is the first time, that the estimates of this particular

ministry have been before the estimates committee in this form—as you recall, last year they were in two forms; the Department of Highways and the Department of Transport—I thought perhaps I would take just a very few moments because I do not want to make any lengthy statement, just in order that we might orient ourselves toward the goals of this particular ministry.

I would define them as follows: The goal of the ministry is to ensure the provision of transportation and communication facilities and services for the efficient and convenient movement of people, goods and information to achieve the desired level of social and economic interaction. In this sense, the ministry will respond to and bring influence to bear on the programmes and policies of both the public and private sectors.

There are three objectives: Firstly, the ministry will encourage the creation of a functional integrated and balanced transportation system encompassing those types of public and private transportation best suited to the needs of each area. Secondly, the ministry will develop and employ ways to move large numbers of people and goods and stimulate the economic growth of the province while being more sensitive to the environmental and aesthetic sensibilities of the people of Ontario. And, thirdly, and specifically, the ministry will achieve a better balance between public transit, commuter services and motor vehicle traffic; integrate air, road, rail and water services; expand and improve urban, intercity and rural road systems; assist municipalities to develop transit and urban transportation systems; develop a telecommunications policy; and influence the development and use of transportation by the private sector.

Madam Chairman, I have taken the liberty of preparing—because I know sometimes it is most difficult to isolate the votes and the headings—so I have had this paper prepared, which is quite legible, in order that you might be able to determine under which vote your particular topic may be. And I will ask you to send these around now. This is much more easily read than what you have before

you, because it just sets out the headings and the specific topics.

There is one matter I would like to draw your attention to at the outset and that is relating to the Pickering airport. You will recall there was a statement in the House by the hon. Treasurer (Mr. McKeough) on June 6 last, at which time he tabled a number of documents and at which time he stated that these will be dealt with during the presentation of his ministry's estimates to the House. Insofar as this ministry is concerned, we of course have responsibility for the road transportation facilities for the new airport and I would suggest, Madam Chairman, that these would come under vote 1903, under construction. So if you are wanting to speak on that particular topic—the road transportation insofar as it relates to the new airport—then it would come under vote 1903, under construction.

There is one other matter I would like to bring to your attention just because it doesn't appear as a particular item in the estimates, and that is on the telecommunications aspect. I do not want this to be bypassed because I know it is an area of great concern. This would come under the first vote, item 8.

There are certain other topics, and as we come along, if they are not necessarily related to the particular vote, of course they would come under the main office. I am thinking, for example, if there are certain questions relating to the Spadina, this would come under vote 1.

Mr. J. E. Stokes (Thunder Bay): What about highways in the sky?

Hon. Mr. Carton: There is a specific vote on that one, that will come under—if you look at the sheet I just gave you, third level, air carrier service demonstration, vote 1904, item 2.

Expropriation procedures and public hearings would come under vote 1903, that is construction again. Studded tires, if anybody is interested, would come under the main office, vote 1.

Mr. Stokes: He just anticipated me, that's all.

Hon. Mr. Carton: So with that, Madam Chairman, I have concluded my opening remarks insofar as they relate to my estimates.

Madam Chairman: Thank you, Mr. Minister. I think that is very helpful.

Mr. Givens, do you care to make a statement?

Mr. P. G. Givens (York-Forest Hill): Well, Madam Chairman, I have been asked at the last moment to substitute for the hon. member for Sarnia (Mr. Bullbrook), who had to be absent today. In making an opening statement for our party—I sort of consider myself in an invidious position for obvious reasons, and the less obvious reason is that some of the things that I would want to emphasize are probably different from what he would want to emphasize. In any event, here I am, and I will say what I have to say.

Madam Chairman, I feel that these are extremely important estimates, probably more important than any other estimates that will be coming before us because I consider these estimates a watershed set of estimates. And I consider the minister in a sense—I was going to call him a watershed minister, that is not what I mean. What I mean is that he is a minister who is departing on a completely new tack by force of circumstances; by force of the last election. Where it will lead him, heaven only knows. I just hope, knowing him as well as I do personally as a very conscientious and able man, that at least just as soon as he gets to know what the job is about that they don't shift him into something else, which is the practice of governments, both at this level and at the federal level.

And the reason there is a new departure point is because of what has happened to the decision on the Spadina Expressway and the subsequent results of the subsequent election. Some of the things that I am going to say to you are nothing new, but not having had much success in saying them in the past, I am trying to cast them into a new light, so perhaps what I will say will be better understood.

I hope that members here won't scoff after hearing me on one or two other occasions when I say to them that I am a proponent of public transit, a very ardent proponent, notwithstanding the views that I have stated from time to time with respect to the expressway, and I will tell you why.

I am a proponent of public transit—and how one gets rid of the image that I have acquired as a ruthless expressway fan, I don't know, but I am going to try to do so. As evidence that I am a proponent of public transit, I state to you the actions that were taken by the councils on which I sat over a period of years in Metropolitan Toronto and the city of Toronto. When we constructed Metropolitan Toronto.

The reason I wish to discuss the situation, Madam Chairman—it may turn off other members who are not from Metropolitan Toronto, but I think it is important—because if public transit doesn't turn out to be successful in Toronto, it will not be successful in any other city. If public transit turns out to be extremely expensive in Metro Toronto, obviously there will be less money for the constituencies of members in other parts of Ontario. So they are inextricably interwoven, particularly since the minister is discussing integrated systems of transportation—you know all the factors that are involved.

In Toronto, Metro built 20 miles of expressway and 42 miles of the remainder of the 62 miles was built by the provincial government as part of its good roads policy which it initiated about 73 years ago. And this is what we have been living with for 73 years.

With the completion of the Yonge St. extension we will have 28 miles of rapid transit in Toronto—of subways in Toronto—as compared to 20 miles of expressway which we constructed in Metro from 1965 to 1969. Metro spent \$148 million on subways and \$87 million on expressways. The other expressways that have been built in Toronto, such as the 401, the 400, 27 and the Queen Elizabeth, were part of the provincial good roads policy which this government has enunciated for many, many years; and since it has been in power for so many, many years of course it carries the burden of the responsibility for that particular thing.

It wasn't until we began to discuss the construction of the Spadina Expressway—and I shall never forget that at that time the policy of the then government under Mr. Frost was that they would contribute 50 per cent to the capital construction of an expressway but nothing at that time to the construction of public transit or rapid transit. I remember Fred Gardiner, who was then the chairman of Metro—whom I named “Big Daddy” at the time and we happened to get along very, very well—coming in flushed with victory after a meeting with Mr. Frost, whom he called “The Great White Father” and said, “Boy, we have got a major breakthrough here, Phil, baby”. And I said, “What is it?” “Well,” he says, “you know we could only get 50 per cent for expressways and now Mr. Frost has said that if we acquire more land for the right-of-way to provide a median strip for the expressway, he would pay 50 per cent of the cost of acquisition.”

That turned out to be about 17 per cent of

the projected cost of construction and this is as of 1954. I imagine some of your senior ministers were probably a party to this thing and know the story better than I do.

And that was the first time that the provincial authorities indicated that they would do anything for public transit. Subsequently, Mr. Robarts came along and he contributed 50 per cent of the cost of the building of the tunnel for the construction of the Bloor-Danforth subway. I think that came to about 27 per cent of the cost and I remember the terrible time he had explaining it on television.

I remember the public speeches he made in order to justify this to the other people of Ontario. He said this was a road under a road, and consequently it was justified; that if we didn't build this, if we didn't make this contribution, we would have to build more expressways in Metro Toronto. Subsequently, of course, you are now going to be paying 50 per cent, as I understand it, of the cost.

When we go through these matters, item by item, and the estimates, I will be looking with great interest to see how much you are going to be contributing to the extension of the Yonge St. subway from Eglinton to Finch which is about five to five-and-a-half miles. I understand, from having consulted with the TTC, that your cost up to date, barring any future holdups, any future work stoppages, or strikes, or contract renewals, is now running at \$137 million which is an average cost of about \$27 million per mile.

I understand that the tunnelling from Eglinton to Hogg's Hollow is running at \$35 million a mile—and these figures have been verified—so when I saw an article in *Fortune* magazine saying that subways are a bargain at \$5.8 million a mile in Rome and in other cities in Europe, I wonder what they are talking about because this is what it is running at here. And you are going to be paying 50 per cent of that.

The Premier (Mr. Davis) has been down to make an inspection of that facility and if you are talking now about tunnelling down Bathurst St. for the Spadina, which I will come to in a moment, these are the sort of costs that you are playing with—I don't mean playing with—that you are conjuring with and that you are going to have to deal with.

You have had this good roads policy for 73 years and now you are going to abandon it to an extent—you are not going to abandon it completely, you can't, but you are making this new departure with respect to public transit and I think that's very, very important.

The reason I became such a vociferous proponent of the Spadina was because I didn't feel, and many of my colleagues didn't feel, that the Spadina had to be abandoned to do what you are going to do, namely to put an emphasis on public transit which had to come in any event.

We felt that the artery was needed even if it was just for commercial traffic. I am sure, Mr. Minister, that your officials have the latest figures of the traffic count down what we call the Spadina corridor—I don't know if there is any purpose in defining it; those of us who talk about this subject all understand it. The latest figures are that the Spadina corridor is being used daily by 700,000 cars and 100,000 commercial vehicles—trucks, tractors and trailers and so on. I felt that the Spadina didn't have to be abandoned for this particular purpose, but what we had to consider was a change in the balance, a change in the mix, and everybody has to do that.

There is more and more literature coming out every day; I draw your attention to a very excellent article that has just appeared in *Business Week*, dated June 3, 1972, which you should all read, about what's going on in San Francisco and in other cities. We are not unique in this respect and they talk about a traffic mix and how much has to be put aside for public transit and how much has to be put aside for the vehicle, particularly the commercial vehicle.

Anyway, this political decision was made June 3. I reminded you in the House the other day of the anniversary of that decision. Another thing that bothered me about the abandonment of the Spadina was that at the time of the decision to scuttle the Spadina, nobody seemed to have a clue as to what the alternatives were going to be.

Now you keep reassuring me when I ask you questions in the House that you are working on it, that you are studying it; that you are examining it; you have the joint technical committee; the joint policy committee and that by and by results will come and knowing your honesty and integrity, I trust you.

But the fact of the matter, Mr. Minister, is that so far nothing has been announced; no tracks are being laid; nothing is being done and the area of town that I represent, Mr. Minister, is just being devastated. It is not being relieved of congestion. It is not being relieved of pollution. The pollution problem is becoming much worse. The municipalities are making attempts to divert traffic down the

residential streets. You can't take a turn south anywhere on those streets now. I am sure you have been in the area and it is just a shambles.

Since the decision, you have come in with three things of a cockeyed nature—the Throne Speech in which your government promised, in two lines, that you were going to do some experimenting. I don't know whether that constitutes reinventing the wheel; or whether you are going to experiment with other modes of transportation that should have been experimented with up until now.

The second thing you did—I forget the order—was that you increased the budget from \$6 million to \$12 million. And the \$6 million extra is really being used to stabilize the fare structure for Metro Toronto. That is really hardly progress—except that, I suppose, it is better than going backwards. It keeps the fare structure at a certain level.

The third thing you did was the order-in-council that I asked you about the other day, which was dated—you remember what it was. It had to do with the designation of the area. It was dated Feb. 2, 1972, and in it you designated that section of the proposed Spadina rapid transit system between Wilson station and Eglinton Ave., along with alignment proposed for the Allen Expressway, a rapid transit project which you designated as a subway.

When I asked you the other day about this, you said that you had sent a letter to the Metro chairman, and that the committee is still investigating the thing. The fact of the matter, I think you will find, with great respect, is that they've already had all their public hearings. But for some reason which I haven't happened to be able to ascertain, they intend to go through this all over again.

In the meantime, it is June. A year has gone by. One construction season has been lost last year. You are in the process of losing a second construction season this year and if they don't hurry up and make a decision as to the route, you will lose a third construction season.

I think you know that, even if a decision were to be made today on the route, and I don't think that that will be a conclusive decision the way things are going on, it will take the people in your department and the TTC, who are the only people we can go to because there is nobody else we can bring in at this stage of the game from anywhere in the world, it will take them at least a year to prepare the designs, the working drawings

and the specifications for the construction of the very subway which has been promised in the Spadina Rapid Transit Expressway route.

I was going to bring today an aerial map showing that swath which cuts through the heart of my area, and through the area of Downsview, from Yorkdale down to Eglinton. I would like to indicate too that if you start moving to the east, and start going down to Bathurst, you being a lawyer know full well what is means to start expropriating all those properties.

We're looking at a subway which will take, at least, 10 years to build, because for the Yonge St. extension from Eglinton to Finch they started talking about that route when I was still on city council in 1965. They are saying now they hope that five-mile stretch will be completed by 1974. This is with a hope and a prayer; because you know what a work stoppage does, or an accident, or things of that nature.

So the traffic counts in my area are increasing. I don't know whether it is because 400 was widened from four lanes to six lanes. I suppose that added something to it. It will be interesting to know, and I intend to ask this, how much property you acquired south of Highway 400 for the extension of that. I remember hearing that the extension of Highway 400 southerly was abandoned, because people in your department thought that the Spadina was a better route. Consequently, the 400 could be left in abeyance. You acquired all that property down the Black Creek, and, I understand, all the way down to Eglinton. You don't seem to know how much you are holding there, or what you are going to do with it. So the Spadina wasn't the first expressway which was abandoned. It was the second.

Then there's the inescapable fact, Mr. Minister, that cars and trucks are still being manufactured at an increasing degree. This must perplex you. Any time anybody talks about the auto pact, everybody starts turning pale. You know, they may well do something about the auto pact, just as the American Mr. Nixon may very well do before the election in order to curry favour with his voters.

And any time the unemployment moves up one per cent all hell breaks loose in Ottawa. So you're not going to abandon the manufacture and sale of cars and trucks. But where are you going to run them? So that is a constant, an increasing constant.

The third thing, of course, and what I think will force you to change your mind—

and it may not be you, Mr. Minister, and it may not be your Premier, but I predict that within 10 years you are going to have to come up with something—that factor is the increasing construction of huge, fabulous, fantastic projects in the downtown area in the city of Toronto which I don't think you are going to stop. The banks, and the insurance companies, and the builders and the developers are in favour of it and they are continuing to build.

Projects like Metro Centre, like Eaton's, like the Royal Bank, like Campeau, you're talking about \$2 billion worth of development, at least, that we know about right now, Mr. Minister. Not what's to come a year from now. But those that are being planned and discussed right now.

The example which I would like to give is of a building which has already been constructed and which will probably open for operations in November. It is the fantastic Four Seasons Sheraton Hotel which is constructed by—one of the men who is constructing it is a person that the Minister of Colleges and Universities (Mr. Kerr) just put on the University of Toronto board, Mr. Koffler. They're going to have one room there where they are going to be able to have a reception for almost 6,000 people.

That's not counting the Holiday Inn to the north of the city hall, not counting the traffic you're going to get from the Commerce Tower, from the Commerce Court, not counting the third tower that is going to be built in addition to the Toronto-Dominion Centre. All these things you've heard talked about the Metro Centre, the Eaton's Centre, and so forth—were predicated at least on the commercial vehicles having two more arteries downtown, for ingress and egress mainly, the Spadina and the Gardiner extension out to the east end.

Your people, and the people of Metro, have done such a good job in the past. The trouble is they have done such a good job in the past, that they are actually about eight to 10 years ahead of the game, so that the congestion hasn't become so atrocious or outrageous and the people are still going to put up with some of the inconvenience. But I give it five to 10 years before you're going to have some real loud screaming here when, maybe, some of us will have departed from these chambers because of attrition.

The problems remain and you are going to have to solve them, even if it is just for the commercial vehicles. That is my prediction.

On rapid transit, there has been no one else with a policy, as I said before. The Spadina decision is still up in the air. And every so often we hear somebody say: "Well by God, if they can send men to the moon, why can't we improve our traffic problems on the ground?"

The fact of the matter is that it is easier to send men to the moon than to solve the traffic problems on the ground. For one thing, you don't have any racial problems on the moon. None that we know of yet. The second reason is that you can go to Congress and get billions of dollars worth, with hardly any debate at all—although they are starting to question their estimates now. Thirdly—because it is a military operation. That is very important. When you can direct an operation like a military operation, you don't have to start convincing people to leave their cars at home and start using buses, or subways, or rapid transits.

We have done nothing in our budget speech here. The government has done nothing with regard to changing the situation of parking lots, of discouraging parking downtown. We've done nothing legislatively with respect to charging extra licence fees, of determining whether office buildings should have more parking space than they have now or whether the people should be encouraged to go downtown on a long-term basis.

The other day I made a statement about people who go downtown. Why should they be permitted to take 2,000 lb of steel with them when they go downtown. I was quoted by the newspaper as saying: "Why should we allow shoppers to do that?" The shopper isn't the problem. Should we encourage the shoppers? I don't know whether we should encourage them, but they are not the problem.

The problem is the guy who goes downtown to his office at 9 o'clock of a morning, and parks his car at very low rates all day. And then he wants to go home in the car.

So we have done nothing to prohibit off-street parking all day. We've done nothing to prohibit entry to specific streets or areas. We're encouraging municipalities to divert moneys that they get from builders in order to provide parking spaces.

We haven't really executed a 180-deg turn here, even mentally. We're reconciling ourselves to the fact that something drastic is going to have to be done to direct people in almost a forcible manner, legislatively,

to keep them from driving their cars downtown.

I suggest with respect you're going to have to do something of that nature in your budget, and in your estimates, and in the estimates of the Treasurer of the Province of Ontario.

As far as the airport is concerned—the proposed new airport out at Pickering—my leader has called for an inquiry. Of necessity this has been rejected by your leader for the reasons that you all know about. If an airport is built there you are going to have to duplicate the whole infrastructure which was constructed over so many years at Toronto International Airport.

Of course, the answers of your colleagues in the chamber have been that "We are only concerned about where we locate the airport. As far as the necessity for a new airport is concerned, that is a matter for the federal government." I tell you, Mr. Minister, this has been a matter of complete mystery to me, this whole business of a second airport, and I will tell you why.

When I was elected as the federal member for York West, we had many objections from people in Rexdale, which was partially in my riding, people in Etobicoke and people in Mississauga. They were complaining about the noise and the pollution at Malton. We had a series of private briefings involving the particular members of Parliament who were involved. Mr. Hellyer, who was then the Minister of Transport, brought in all his top-flight officials, just as you have here now with you. They clearly and specifically said that we didn't need a second airport in this area.

I don't know why anybody hasn't said anything about that up until this day. Here was the minister, his deputy and all his important officials who said that we definitely didn't require a second airport at all. The technical facilities of Malton were sufficient for the next 20 years, which is a pretty long projection. Twenty years means 30 years as far as I am concerned.

All that they had to do was to build ground facilities at Malton, and it would be enough to look after the needs of the whole population of this area within a radius of 50 miles. This was said dogmatically and categorically. I just checked with Mr. Hellyer the other day and he reconfirms everything that I recalled about the meetings that took place.

All of a sudden now the same department and the same officials with a different minis-

ter say the diametrically opposite thing—that we do need a second airport. The province steps in, because we will have to build the infrastructure of services, and says, “It should be there in this particular place.” There is a lead editorial in the *Globe and Mail* questioning the whole thing today. The same thing is starting over with this thing as happened with the Spadina Expressway. At the rate that we are going on this new airport, I don’t know whether I am going to be around—I don’t know about you—you are so youthful and vigorous—to see the construction of this new airport in Pickering.

We still think there should be an inquiry, of necessity, and it will be interesting to see what you have got in the estimates for the procedure with the construction. I suppose the acquisition of land really doesn’t affect you, does it? It is not your department.

Hon. Mr. Carton: Partly. Not the part that is going on now.

Mr. Givens: The acquisition of land? All right, but this is going to be your cookie to build the roads and everything that has to go into this airport.

Having dealt with those two items, there is the whole matter of inter-city rapid transit. We feel that the airplane, as far as a facility for transportation between cities which are about 200 or 250 miles apart, is becoming obsolete. Having regard for all the traffic congestion, and by the time you get on airplanes, and having regard for searches which are going to have to be made because of the problems we are running into everywhere, I think we’ve got to look forward to an inter-city kind of integrated transportation where people can go from city to city on your GO transit type of thing. You are going to have to develop that to a much greater degree than we have in the past.

Incidentally, during the course of your discussion of the estimates I would like you to be able to tell me, Mr. Minister, what you’ve done about the question that I asked a couple of months ago—whether you can defray some of the cost of your GO Transit by using the advertising facilities which the Toronto Transit Commission is able to use on its streetcars and buses. This should be able to bring you in revenue of a couple of million dollars a year so that you can defray the operating costs.

Then it will be interesting to see what is in the estimates when we start asking questions as to what is going to be done. When we talk about public transit and rapid transit

and subways, this applies to Toronto and it might apply to Ottawa and maybe Windsor and perhaps even London to a degree. But most of your public transit problems in the smaller centres of 500,000 people and less, of which you have so many in Ontario, are going to have to be handled by buses and by feeder lanes and by exclusive lanes and dial-a-bus and all the other things that are being talked about and being experimented with in the United States and in other parts of the world.

So, Madam Chairman, these are the general remarks that I wanted to make. I reserve my right and the rights of Mr. Bullbrook, who is our transportation critic, to go into more specific detail with respect to specific items in the estimate picture. Thank you.

Madam Chairman: Thank you, Mr. Givens.

Hon. Mr. Carton: Madam Chairman, I just might make one or two remarks relating to Mr. Givens’ opening. Firstly, on the hearings that are still going on with respect to the Spadina matter. As a matter of fact, the day that I answered the question, Bill Archer was in the gallery and informed me that the hearings were still going on. That is the public hearings relating to the realignment of the Spadina subway.

As I also explained in the Legislature, insofar as the JTTPC is concerned, we have said to them the realignment or whatever corridor that you choose for the subway should be determined by Metro. We are in no way hindering their choice. In fact we would appreciate it if they would get on with the job and get the particular alignment chosen. I agree with you that the sooner this is done the better. But they understand my government’s feelings on the matter because I have told Mr. Campbell that really it is Metro’s responsibility to determine the alignment, and I hope that it will be done soon.

The other matter was just a mistake in the amount of the subsidy on the Bloor subway. I believe it was 33⅓ instead of 50 per cent.

Mr. Givens: No, I suggested it was 27. You say it was 33⅓—well all right. It had to do with the tunnel, not holding stock or anything like that.

Hon. Mr. Carton: On the Highway 400 extension, Mr. Givens, we’ll get into that in the construction programme, which will be on vote 1903.

Insofar as your remarks are concerned about the airport, as I explained, our part relates to the road construction. I'm sure that you will be participating in Mr. McKeough's estimates insofar as the other matters relating to the airport are concerned.

I can get the figures a little later on, but insofar as the advertising on GO trains is concerned it is my understanding that because of the very limited number of cars that we had—very minor compared to the TTC—it wasn't feasible. As we put new cars on the line and as we expand the GO services, obviously this is one area that we will be looking at. As a matter of fact there is a re-examination of this taking place now.

Mr. Givens: Madam Chairman, if I may be permitted one last word with the minister. I suggest to him with great respect that he be a little more peremptory with the municipal people. The reason we got into a logjam over the Spadina—there are a number of reasons, but the main reason was that interest rates started creeping up. We used to pay something like four per cent and I think the last borrowings are close to 10 per cent. The inflation factor increased every year from about seven to 10 per cent. Thirdly, your labour problem kept increasing. If you are going to be 50 per cent partners, which you are because you said you are going to be, these are very, very important factors. What I'm concerned about in this business of being peremptory is that you were peremptory on the other decision. Of course, two wrongs don't make a right, but the point is this is going to cost the government. Whatever it costs us on this, there's going to be less for the other people around here, and I don't think that's right.

As long as they take a reasonable length of time to come to a decision, that's fine, but I think you're going to have to watch the calendar, with great respect, because I don't think that there is going to be a conclusive decision from what I've been able to see and I've attended a couple of these meetings. Some are talking about this route and some are talking about that route and they're prepared to defend to the death the routes that they're championing. Your people are going to have to look at this and you're going to have to lay down the law, because this is going to cost us a fortune.

There are other things that have to be done in the province, notwithstanding the lecture I got from the Minister of Revenue (Mr. Grossman) the other day, which have to be done, and I'm all for that. We've got to

proceed with this, so that it doesn't take 10 years to relieve a problem which took 20 years in the making, because that's how long the Spadina Expressway rapid transit route had been incubated. Thank you.

Hon. Mr. Carton: I wouldn't quarrel with you, as a matter of fact. I think you recognize the problems of cutting off public hearings. It's not an easy thing to do and, perhaps, not a proper thing to do; but there is a time, I agree with you, that they have to come to some resolution.

Madam Chairman: Mr. Young, do you wish to make a statement?

Mr. F. Young (Yorkview): Thank you, Madam Chairman. Just to add to the confusion on this Spadina issue, while it's before us, I'd like to re-emphasize what the hon. member for York-Forest Hill has said. It seems to me that this government has been extremely lax in this matter of action, except in one instance. When the Premier of the province got his advice that he should present an image of a decision-maker, a person who could make a hard decision and stick to it, the occasion was on June 3 when he established that image. For months afterwards, almost every day, we heard about how he could make hard decisions because he made it in the case of Spadina. But he didn't have public hearings for that decision; he didn't listen to what the people had to say in the areas affected, as far as public hearings were concerned.

I shall just read the final paragraph of the announcement that came that day, on June 3:

We shall be prepared very shortly to discuss with the appropriate municipal authorities new proposals for financial and other assistance in meeting their needs. We shall do so with the greatest goodwill, and in the understanding that both they and we seek the same achievement, which is to maintain a city and a life for its people that are an inspirational example for all and a source of pride and satisfaction to the people of Ontario.

Hon. Mr. Carton: That's almost as good as the PM.

Mr. Stokes: Better. Better.

Mr. Young: This was the concluding paragraph.

Mr. R. F. Ruston (Essex-Kent): A lot of garbage there.

Mr. Stokes: Lots of words and no action.

Mr. Young: Madam Chairman, what we in the House that day took for granted and what the people of Ontario took for granted was that the Premier meant what he said, to discuss these things very shortly. All right, perhaps he did. I don't know what "very shortly" meant, but with an election coming up, we took for granted that "very shortly" meant within the next few weeks he was going to say something.

On June 28 he did make an announcement about further grants. If he had made the announcement that day and wrapped this up in one parcel by saying: "We are going to make these additions grants. We are going to put the pressure on the municipality of Metropolitan Toronto to get this rapid transit line underway, and we are prepared to put in enough money in loans and grants to get that started, to start in a half a dozen places at one time and let a half a dozen contracts, and get this thing done over the next two years," it could have been done.

Facing wartime situations, we've all seen this thing happen time after time, when there's urgency on the part of a government. In this case, there was one matter of urgency, that was to win votes, and the votes were won in some measure at least. This man was a great decision-maker, but once the election was over, that decision-making seemed to stop, as far as this is concerned.

I go on record here today to say that there were a great many people desperately and terribly disappointed over the Prime Minister's promise. Perhaps it wasn't spelled out in so many words, but certainly he expected us to understand, just as Trudeau a few years ago expected us to understand what he meant by the just society. What we were expected to understand was that this thing would stop; the city was built for people, not for motor cars, and that almost immediately we were going to get a start on the rapid transit line.

I think everybody in the province understood this. As far as I am concerned, Madam Chairman, I stuck my neck out along with the government in that election campaign. Contrary to what the hon. member for York-Forest Hill said on the hustings, I said this made sense. It made sense that we should stop the expressway at that point, and that we should immediately start construction of a rapid transit line on the Spadina alignment or somewhere near. Certainly, at that point, there was no question about

somewhere near; it was a question on the alignment. Then, I had some additional things, the GO transit line that I wanted up in the west end to Yorkview, which I'll mention again.

The fact is that in that election campaign I stood on platform after platform and I said the Prime Minister, in good faith, had made us these promises. We were going to get the Spadina rapid transit line and we were going to get it in a hurry, I believed. So the people of Yorkview agreed with me and sent me back instead of the Liberal who stood on the same platforms and talked in terms that we must have the Spadina Expressway. He said that the Prime Minister didn't mean what he said. He said that.

The people of Yorkview gave me the votes and sent me back here. I came back, Madam Chairman and Mr. Minister, to say to you that, as far as I am concerned I have been betrayed by the subsequent action of this government in this province.

Mr. L. A. Braithwaite (Etobicoke): Inaction.

Mr. Young: All right, inaction or action not to do anything; action to say, "Now the decision is up to Metropolitan Toronto." We'll have public hearing after public hearing after public hearing; so the thing is postponed and postponed. How soon we'll get this, I don't know. I think certainly this minister has got to come down on the side of the angels—in this case, that means me, not the hon. member for Forest Hill—and he has to make some hard decisions again.

Perhaps the Prime Minister is going to make another hard decision before too long, and he's going to say that we're going to make things available financially and otherwise in order to start this thing and to speed it up, so that we're not going to take the 10 years that the hon. member for York-Forest Hill mentioned as a possibility. I don't think it should take 10 years. I think it must come much faster than that, because if it does, then I think the west end of Metropolitan Toronto is going to be so completely choked that it's going to be an impossible situation there and the minister may have a bigger delegation than he's going to get tomorrow.

Hon. Mr. Carton: Am I getting a delegation tomorrow?

Mr. Young: I understand there's a delegation coming tomorrow to tell him about

the Spadina Expressway. We'll get delegations perhaps talking about the rapid transit lines, too.

This minister, Madam Chairman, was the man who started on his ministerial career with a speech he made in the House, with which I agreed, and he followed it up with another good speech on highway 401 and the expropriation of those poor people along 401. He gave us illustration after illustration after illustration of how these people were being misused and so on. I want to take that minister on a bus trip at 5 o'clock in the afternoon from the Keele St. or the Jane St. station up to the north end of my riding of Yorkview—

Mr. Stokes: Take him on a jogging exercise. He's a physical fitness buff.

Mr. Young: —just to see what's happening. Put him on a bus; he should do that just for his own education. Get on that bus and see what the people of northwest Metro are up against. If he does that, I think he's going to be an entirely changed man. He's going to come back here with the understanding that something has got to be done and be done fast—Public hearing, yes or no, something has to be determined and some hard decisions have got to be made.

Mr. Givens: He spent more money in your riding than on any of the other 20 ridings put together.

Mr. Young: As a matter of fact, I think I wouldn't be surprised if Yorkview last year had more money spent on highways than any other single riding in the province.

Mr. Givens: That's what I'm saying.

Mr. Young: We widened Highway 400 right up through Yorkview. For the Tory members on this committee and in the province, it's pretty bad for a New Democratic member to have all that money spent in his riding.

Interjections by hon. members.

Mr. Young: Well, we are getting that. Madam Chairman, I think we have to come to the place where the minister has got to show concern. The same concern he showed for the people along Highway 401 when it was being widened, he should now show for the people in northwest Metro who are suffering today from the same lack of transportation.

I really get incensed when I think of this

whole delay; the use of a decision like this for campaign purposes and the lack of follow-up that we have evidenced. It's just bad.

I think the minister has done something as far as we are concerned. He did perhaps keep a little bit of my campaign promises or pledges. Or, I suppose you might call it meanderings when I talked about the GO Transit. And I have been talking about that now, as the deputy minister knows, for some years. But he missed out on one point, and that is using the CPR alignment from Weston, north to Woodbridge. That will shortly serve 160,000 people, including York University, and all the area up in there where the factories are. I think it is essential that an arm of GO Transit go up there now.

I pointed out a year ago in the estimates that there were certain areas along that line where commuters coming in by car could park, at the Finch Ave. interchange particularly. There is lots of room there for parking and you could peel off a great many of the cars coming south right there and bring the people in by GO Transit. But you are not going to do it easily in the present proposed alignment going west from Weston. It is not going to be too easy. You could bring them off the 400 at Finch, let them leave their cars out there, and bring them downtown. You would relieve a lot of the congestion. With that, plus the other GO Transit, you're going to leave congestion. If the Spadina Expressway is successfully killed and the Spadina rapid transit line goes ahead, I think you're going to find the same experience that other places have found. About 70 per cent of the people now travelling by car in these areas, will use the rapid transit.

This releases street capacity for the kind of thing that my friend from York-Forest Hill was talking about—the transportation of goods, and the trucking that must come in to serve the inner core of the city. And if we can effectively use rapid transit in its various modes, then I think we're going to relieve a great deal of this congestion. And if we provide the parking space for people so that they can come in by the rapid transit lines.

But already, Madam Chairman and Mr. Minister, one of those parking lots that I mentioned last year at Wilson Ave., has the bulldozers there and a subdivision is going in right now. I warned last year that this would be happening. It is happening. It will happen progressively in the other areas, where today we might save those areas for commuter parking space to relieve the situation in the downtown core. People do drive in from

Barrie, and all the other places in the province, and bring their cars in and park in the inner core.

Now, Madam Chairman, I hope that the minister will take these things seriously, because they are desperately serious to the people in the northwest section of Metro. And I just don't think we can postpone action. The longer you postpone action, the more pressure you'll get of the kind you're going to get tomorrow. The kind of pressure that will build up and will perhaps make inevitable an expressway, because of the very lack of building proper alternatives in rapid transit lines.

Having said that, Madam Chairman, I have a few other things that I want to put before the committee. I apologize for the lack of preparation today. Our critic for these estimates, unavoidably, is absent today. It was suggested about noon that I might take on this proposition; so for better or for worse, here I am.

I think all of us have been very interested in the kind of thing that has been mentioned time after time in these estimates, and in other places. And this has a bearing on what I've just said. It is the new modes of transportation now coming forward. We have had since the last two years in our estimates that some of the reasons for a bit of delay in rapid transit were because of the new modes of transport that perhaps were just on the horizon.

The United States has been doing a great deal of testing, and so have other countries—Britain, France, Germany—in various modes of transportation. There is the Pueblo test centre in the United States, and I hope that the minister has seen that. I haven't, but I suggest that a committee of this Legislature—perhaps an all-party committee—ought to make some visits to some of these test centres in the future and see what exactly is going on there. I throw that out for his mulling over in the future.

But very important things are happening. More than that, the United States is building, as we know, various centres for testing motor cars and various safety cars. I presume the minister had a fair contingent of his staff down at Expo 1972 to take a look at what's going on—

Hon. Mr. Carton: Transpo '72.

Mr. Young: I'm sorry, Transpo '72 outside Washington. The minister mentioned a better balance in the whole area of transport is one

of the aims of his department. Well, what is happening? I think we'd be interested to know from the staff, particularly of the minister, what is going on. For example, the steam bus project that the United States is helping to finance? The new bus designs that are now going forward; the air bus, the air vehicles, the people carriers of various kinds that were demonstrated at Transpo '72, and have been in the works for a long time. They are automatic so that people can leave their cars at home and pick up these small people carriers and go into the heart of the city and back out. All these things are in the works. How far is this department delaying action because of these things?

Now, the deputy minister has had a long look at a great many of these devices and perhaps he has information as to what stage they're reaching. Certainly, last year I quoted some of the authorities who said that these are a little further off than we had thought. Things like STOL aircraft, for example, are not yet practical; and may not be in this decade.

What we have to do is speed up and bring into better balance the whole field of train transport and rapid transit of various kinds for runs from Toronto to Montreal, or shorter ones. These are things that I think we ought to know about and that we ought to have some real light on here, if we can.

Surely the collective wisdom of the staff of this department ought at least to give us some inkling of where we stand and whether or not we should delay a year or two more to see whether the new Aero trains, and all the rest of these concepts, are going to take the place of the present technology. We don't know these things.

For example, the one-lane bus system along the H. G. Shirley Memorial Highway. We are told the passenger volume on that bus is up in the morning and evening by about 167 per cent. And that about 33 per cent of the drivers are now leaving their cars at home and use this artery out of Washington to Virginia.

Other experiments of this kind are going on in various regions. I've heard them talked about as far as Metropolitan Toronto is concerned. But is anything practical in this field developing here in the Province of Ontario? Such concepts as the one lane of highway taken over from the outgoing traffic, because most of the traffic is coming in in the morning and vice versa at night—that traffic lane is reserved for buses and the speed is in-

creased phenomenally for commuters. How far are we along this line?

These are questions, I think, all of us have and all of us want to know about and to get some answers for. Mr. Chairman, we have quite a bit of material and a lot of questions we want to ask during the estimates on the various votes. I am not inclined to continue this introduction any longer today but I do want to urge upon the minister that there are people out there in Metropolitan Toronto who are looking to him for decisiveness, to make as hard decisions as were made before the last provincial election.

They have faith in him and I think all of us have; as the member for York-Forest Hill said, he is a new voice and a new person in this field. We hope he is going to be here for the next three years and that we don't get changes as we have been getting in the past. Every turn of the wheel seems to bring up a new face here in this department. That's tough on the deputy minister because he has to do a lot of retraining, I suspect, and give a lot of re-education.

Hon. Mr. Carton: No, I get trained.

Mr. Young: I see. In any case, the staff is there and the staff has been a hard-working staff over the years, but this minister can give a new emphasis and do what I think all of us are looking for. He can give us leadership, and positive dynamic leadership, in this transition from cars to people.

If that means anything and if the Prime Minister meant what he said last year, prior to the election, it is up to this minister, I think, to bring to fruition the promises that he made vaguely and which people are commencing to think meant nothing more than vote-getting devices. I hope that is not true. I think this minister has to reverse that process to make people have faith again in the kind of promises that were made last year, in June.

Mr. Stokes: Madam Chairman, it seems appropriate now that you should have an opening statement on behalf of everybody else outside Metropolitan Toronto.

Mr. Parrott: May I ask, Madam Chairman, are the estimates—

Mr. Stokes: I would be happy to make one.

Mr. Parrott: —for the province or for Metro?

Hon. Mr. Carton: May I, Madam Chairman—Mr. Young mentioned I had to come

down on the side of the angels. I am in this position that both of the opening statements today—

Mr. Stokes: All of the angels aren't in Toronto.

Hon. Mr. Carton: —were made by members who live in my riding and I am afraid I am going to lose their vote next election unless I do something.

On the very serious side, there is not one day that goes by when the Spadina decision is not brought to my attention—every gathering and every time I meet the local municipal politicians; every function that I go to. For example, one of the Metro members when he was introducing speakers at a dinner for Mr. Jamieson about three weeks ago stated in his greetings message that he had been told to tell a transportation joke because it was a transportation group. He said he didn't know any transportation jokes except the Spadina Expressway! This is the kind of thing that this minister is constantly meeting every day.

Mr. Givens: Did they laugh?

Hon. Mr. Carton: I am aware of the situation. As a matter of fact, I was at a wedding at Beth Shalom yesterday and when you look up that strip of concrete, you must realize that something must be done.

On the positive side, we have been meeting with the joint technical transportation planning committee. We have had certain deadlines set for reporting on certain matters relating to that committee. Dr. Silverman has completed his report on commuter studies. I understand it's been completed and Mr. Jamieson tells me that it looks very encouraging. In addition to that, we have taken recognition of the new kinds of transportation and they are available. They are not that far distant in the future.

Along with the other matters that are going on relating to the subway on the Spadina, we are having a very close look at other modes and, in the near future, I am hoping that I will have something to say on this matter. In the meantime, I think you can appreciate my position. I am working in a partnership relationship with the municipality of Metropolitan Toronto and the TTC and, therefore, I respect our partnership.

In the meantime, we are making headway and so I can honestly say that there will be something encouraging, in my mind at least. When I say in my mind it will be, in effect, that I think it's encouraging, others may not,

depending on what mode of transportation one wants. I think in the very near future we will be coming up with some very viable alternatives relating to the Spadina Expressway.

Madam Chairman: Thank you, Mr. Minister. Thank you, Mr. Young. Are there any further comments to be made before we get into vote 1900? Mr. Eaton, I have you down to speak; do you want to make a general comment?

Mr. R. G. Eaton (Middlesex South): Yes.

Madam Chairman: Please do.

Mr. Eaton: In view of some of the things that have come out here in the Metro area, I think we should have a few things said about the rest of the province. It's on this line that some of the questions I had on the general policy of the department would come. You mentioned the policy of good roads in Ontario; we come to Toronto and certainly we see some of them here, with superhighways through the city. It seems to me that we have to come here to see many of them.

This is a question I would like to see answered—how does the department decide its priorities on highways? We see many of these superhighways created through the Toronto area and out across the province. Then all these people you pulled out of the city on these superhighways are dumped off on what previously were some of our good highways around the province. Some of these roads are hardly fit to travel on.

I bring to your attention particular circumstances in our own area, and would mention that I don't know how some of the members get the money spent in the areas they do. Maybe you have to be on the other side of the House, but I don't think that works very well either because the member before me was on the other side of the House.

This particular year, we are having eight miles of road work done in our riding. I would say that there are about 800 miles of highway back and forth through the riding, including the 401. Off the 401 they branch on to these connecting links. This one particular connecting link takes all the traffic off the 401 toward the Samia area. The road is hardly fit to drive on and it has been promised that it is going to be worked on. I refer particularly to Highway 81 that leads from Highway 2 in the direction of Samia.

I would just question the department on

how the priorities are set on these roads. Also how one goes about getting connecting links taken over from counties or townships. In this case I refer to another connecting link off Highway 401, Highway 73 to Highway 2. I would appreciate some comment on how the department arrives at priorities on these roads.

Madam Chairman: Mr. Eaton, I think perhaps the minister would like to discuss that under the construction vote. Would you mind leaving it until then?

Mr. Eaton: I would say this was policy rather than construction.

Hon. Mr. Carton: It is policy but it relates to construction. If you don't mind, we are trying to stick to the votes as closely as we can. Under vote 1903, relating specifically to your local areas, I think you can ask the questions.

Mr. Stokes: Madam Chairman, I don't know what your list is but I have some general comments.

Madam Chairman: Would you like to make some general comments?

Mr. Stokes: Yes.

Madam Chairman: We haven't really got into the discussion on the first vote.

Mr. Stokes: We will do a little philosophical dissertation on the expenditure of \$593 million, which is down \$3 million from the estimate of last year. I don't know what the actual of last year was but it's down \$3 million from the estimate for 1971-1972.

Since most of the emphasis so far in these estimates has been placed on the dire need for alternatives to the congestion in Metropolitan Toronto, I would like to follow in a much more general way the comments made by the last speaker. He asked directly rather than rhetorically how do you establish priorities.

It seems to me that if you are going to have an overall transportation policy, such as was envisaged by the Premier when he made an announcement on the introduction of amendments to the Highway Improvement Act on June 28, 1971—implicit in his remarks was the indication that you were, in fact, going to get into a general revamping of the whole transportation policy in the Province of Ontario. While most of his remarks, again, were directed toward the need

for action in the major municipalities in southern Ontario, I hope that he meant that he was going to have an overview of what was required generally throughout the province, not only for ground transportation but water, and rail transportation.

I hope Mr. Duncan was at the hearings, held over in southwestern Ontario within the last 10 days, of the standing committee on railways and canals. I've had a great deal of respect for Mr. Duncan and the kind of representation he makes on behalf of the people of the province before those national hearings, and I hope he will continue to do so.

It does seem to me that the federal government seems to be going its own way with regard to transportation generally throughout the country. There seems to be a lack of co-ordination. There is a frightful lack of looking at regional problems, and I'm speaking particularly of northern Ontario where we have had a phasing out of transcontinental passenger trains. We only have one going on the transcontinental CNR line and one nationally on the transcontinental CPR line, and we had to fight to even keep those. Now it is indicated by the federal government that they may be talking about an amalgamation of the two transcontinental lines, where you will have, presumably, feeders to areas that won't be serviced, if this merger becomes an accomplished fact.

So I think that since this ministry is in the transportation field, not only in southern Ontario, by way of assistance to major municipalities in the south and the GO Transit system to complement urban transportation facilities such as the TTC, I think you are going to have to get more involved in the railway that you own, and I'm talking about the Ontario Northland. You can use it as a tool for development in areas where, for any number of reasons—transportation and communications being one of them—we are not getting the kind of development that we think we deserve. It would be in the interest of the entire province, since it is the resource base for the entire province. If we in the north aren't able to provide those resources to keep this hungry giant going down here, Ontario is going to be in a bad way.

I've brought specific instances to the attention of this ministry in the hope that you will use your transportation and your communications policy as a tool for development in underdeveloped areas. I think you are going to have to do that in southwestern Ontario where the CP and CN are phasing out transportation facilities, and in the north where

the options for people who have to travel for any number of reasons are fast diminishing.

I would like some indication from the minister that you have got some rationale behind all of the options that are open to you; I'm talking not only of improving road facilities in the north, but of continuing to prevail upon the federal authorities that we do in fact have to have viable rail communications or a transportation system right throughout the province. If any of you have attended the meetings of the mid-Canada corridor studies, you will find just how important rail transportation is going to be, if that overall concept is going to become a reality.

I also hope that you are rationalizing your highway-in-the-sky programme. I'm not going to go into any detail on that until we get to the appropriate vote, but I do hope, too, that you are in line with the amount of money that you are expending on research in this policy development; that you are taking into consideration the possibilities of all-terrain vehicles to supplement an inadequate transportation system that we have in remote areas where there are neither roads nor rails.

So, as I say, on behalf of areas of the province other than Metropolitan Toronto, I think that a statement should be forthcoming from the minister in broad terms as to where he thinks his ministry should be going to provide an adequate transportation and communications policy for everybody in the Province of Ontario, regardless of where they may live. Concurrent with that, he should be coming up with the kind of policies, in conjunction with his colleagues, that will in some way relieve the people in remote areas of the province from the kind of deterrents that we have toward development.

I think you will recall a few weeks ago we did discuss in the Legislature a commission of inquiry to study the costs of transportation in various areas of the province to see if they cannot be rationalized. Just to highlight for the minister what an inhibiting factor the cost of transportation is in various areas of the province, I want to tell the minister that as a result of a survey I did myself with the help of various carriers and shippers in the north, I was able to prove that the people in mid-Canada—and I'm speaking of northwestern Ontario, which is geographically mid-Canada—are discriminated against—not only in shipments of goods that they must bring into the region. I'm speaking specifically of shipments of lumber and plywood which, for whatever reason we are not able to provide

for ourselves in the region, come from the interior of British Columbia.

Now I've discussed this with your counterpart at the federal level, Mr. Jamieson, and I'll tell you what his rationale was, which seems completely unacceptable to me. But I took a minimum shipment of 70,000 lb from interior BC and priced it at Thunder Bay, and then I priced it right down on the Atlantic seaboard on Fredericton and Dartmouth. It might interest the minister to learn that there was only two cents per hundredweight difference between the cost of the same shipment from interior BC to the city of Thunder Bay, which is in the heart of Canada, and shipment right across the whole continent right down to the Atlantic seaboard.

So while we live 1,500 miles closer to the source of the material there was no advantage to us by way of freight rates. So I said, "All right, we are discriminated against in materials that we must import into the region."

So I said, "Well, all right, let's make an assessment of goods that we do provide in the area." I went to Weldwood at Longlac and asked them for their rates on a minimum shipment of 70,000 lb from Longlac, which is on the main line of the Canadian National Railways. I said, "What are your charges for a minimum shipment of 70,000 lb of plywood from Longlac to Thunder Bay, a distance of roughly 200 miles?" And they said it was 56 cents per hundredweight. I said, "All right, now give me the rates from Longlac to Toronto, which is more than double the distance." They said, "That is 58 cents." I said, "Well, what is it over to Ottawa?" "Well, that is 58 cents again."

So you can see there is no advantage to anybody living in Thunder Bay who wants to buy plywood from Longlac; they pay the same shipping charges as any other person using those commodities away down here in Toronto and Ottawa.

So as I say, I wrote this all up to your counterpart, the Hon. Don Jamieson, and the rationale behind the freight rate structure right across Canada was that in setting up their freight rates coast to coast they have to compete with shipload lots through the Panama Canal and that's why the people in Nova Scotia and people in Eastern Canada were able to take advantage of much better freight rates on shipments coming from the west coast than we were in central Canada, living 1,500 miles closer to the source.

These are the things, Mr. Minister, that

you are going to have to concern yourself with. I know that they are very, very complex; they tell me there are only about 15 people across Canada who can adequately explain the hodgepodge of freight rates that we have at the present time. But I think you are going to have to get involved if you are going to convince the people, particularly in northern Ontario, that you are serious about coming to grips with all these things, including transportation, that inhibit against the kind of development that we think we can aspire to, and the kind of things that we think we are entitled to in northern Ontario. So, as I say, on behalf of the people outside of Metropolitan Toronto, I would like to elicit a statement from the minister on the rationale behind this whole new approach toward a realistic, up-to-date and futuristic transportation and communications policy for the Province of Ontario.

Hon. Mr. Carton: Madam Chairman, first of all, have you read the royal commission report that relates to transportation in northern Manitoba?

Mr. Stokes: No, I haven't.

Hon. Mr. Carton: It's fairly recent. I read it on the weekend, and quite frankly if you get a chance read it, because the same problems that relate to northern Manitoba relate to northern Ontario. They are almost identical. The figures that you were giving me relating to freight rates are outlined in that particular report, which is pretty thick. It goes into the various matters, including incidentally the all-terrain vehicle that you mentioned, and how this might fit into the modes up there.

Another thing they went into were some suggestions and recommendations on single-lane roads in the north. Rather than trying to get the more sophisticated road that we might have in southern Ontario, they felt that in northern Manitoba it might be better for their practical purposes to have just a single lane because of the remoteness of the area.

Mr. Stokes: You'd have to have a block system.

Hon. Mr. Carton: What they could have are sections where you could pass. But all I am pointing out is that I am cognizant of these problems you are talking about in northern Ontario. I have been talking with our ministry on the problems in northern On-

tario, particularly relating to freight, and when we get to our policy development and research on vote 1901, item 8, perhaps Kirk Foley can tell you what has transpired to date.

There has been a considerable amount of work done, but as you pointed out, this is a very sophisticated area when you get into freight rates, and, as you so aptly pointed out, there are just a handful of people who can even cope with that particular problem.

I am aware of these problems that are in northern Ontario, and I trust that we will be able to come to grips with many of them.

But I would suggest that if you get a chance to get a copy of that royal commission report—

Mr. Stokes: What do you call it?

Hon. Mr. Carton: Mr. Mauro.

Mr. Stokes: Oh yes.

Hon. Mr. Carton: Kirk will get you a copy, Jack.

Madam Chairman: Thank you, Mr. Minister, and Mr. Stokes. Is there anyone else here who wants to make a general statement before we get into a detailed discussion?

Mr. J. P. Spence (Kent): Madam Chairman, could I ask a question? Where could we discuss the budgets of the counties and the municipalities in the province?

Hon. Mr. Carton: That will be under maintenance and under construction, depending upon which one it is. Jack, do you have one of these very simple explanations?

Mr. Stokes: Yes, he does.

Hon. Mr. Carton: It would be under maintenance, Jack, or under construction, depending on which one it is.

Madam Chairman: Then, Mr. Minister, and gentlemen, could we commence on vote 1901, item 1, main office?

On vote 1901:

Madam Chairman: Mr. Eaton, do you wish to speak to this one? Mr. MacBeth?

Mr. J. P. MacBeth (York West): I just wanted to say "carried," Madam Chairman.

Madam Chairman: Thank you, Mr. MacBeth.

Mr. Young: Simple as that, eh?

Madam Chairman: Is there any comment on this or can we carry it?

Mr. Stokes: No, I think it deserves one comment. I see that the money is down marginally for the main office. What's the reason for this? Is this as a result of the amalgamation of the two departments? Are you suggesting that you are effecting some economies? What is the reason for the estimate being down for 1972-1973 over 1971-1972?

Hon. Mr. Carton: These are itemized, Jack. The decrease, as you say, is a minor one. Relating to supplies and equipment, there was a decrease, that's one item.

Mr. Stokes: Well, I made a trip out to your main office with some constituents who were speaking to some of your head office personnel, and as I was ushered around I noticed the various cubicles you have out in Downsview. Is this strictly a temporary measure or is this something more or less permanent? The setting I was ushered into was certainly less than conducive to orderly conducting of affairs.

I went into an office on the third floor of that main office complex out at Downsview, where you have a little plant that separates a main office and one of those little dividers made of burlap—and I wasn't talking to the office boy, I want to tell you; I was talking to a department head. I think these people, who are performing a very important function within your ministry, are entitled to better accommodation than this.

I can assure you that if we were provided with this kind of accommodation down here, we wouldn't get to talk much about supply. We would be so concerned about talking about amenities to employees and to members. If this is anything more than just a temporary arrangement, I am sure I will start getting submissions from your employees out there because it is simply atrocious that you should expect people to work on a permanent basis in inadequate quarters such as these.

Mr. J. H. Jessiman (Fort William): You generally criticize them for spending too much.

Hon. Mr. Carton: I am just going to say firstly that this is not part of this item; it would come under the Government Services votes.

Mr. Stokes: I was visiting the main office, I can assure you.

Hon. Mr. Carton: I don't know whether it is the sophisticated landscaping office that seems to be the thing of today or whether it is a combination of that plus trying to save the taxpayers' funds, but in any event it would be Government Services. It would be in their votes.

Mr. Stokes: And you don't prevail upon them to provide adequate facilities for your staff?

Hon. Mr. Carton: I haven't had any complaints.

Mr. Stokes: Have you visited them?

Hon. Mr. Carton: Oh yes.

Mr. Givens: Does that parking lot up there belong to your department or to Government Services?

Hon. Mr. Carton: Government Services.

Mr. Givens: Government Services? Do you charge your employees up there for parking? You don't? Employees get free parking in that lot up there.

Mr. Ruston: Do they in all places throughout the province, are you aware?

Hon. Mr. Carton: Get free parking? Well, they would in—

Mr. A. T. C. McNab (Deputy Minister): Well, the only place to my knowledge where there is a parking charge is in the central core. In the outlying districts, as in our area, there is no charge. To my knowledge, other than the downtown area, there is no charge for parking.

Mr. Ruston: I was speaking generally throughout Ontario.

Mr. McNab: Well, generally throughout Ontario the answer is "no."

Mr. Spence: They tell me that they charge parking fees at district six office for employees' cars. No? Glad to hear that.

Item 1 agreed to.

Madam Chairman: Item 2, financial services.

Mr. Parrott: May I ask what that means?

Hon. Mr. Carton: Financial services?

Mr. Parrott: What are they?

Hon. Mr. Carton: Responsible for processing and checking all the accounts, maintaining the pay and attendance records, operating

budget and financial control systems. It also includes the financial audit of the various offices in the ministry and auditing the road expenditures of all the municipalities for the calculation of subsidies.

Item 2 agreed to.

Madam Chairman: Item 3, legal services. Any questions on legal services?

Mr. Stokes: On the legal services item, would this cover expropriations too? It wouldn't?

Hon. Mr. Carton: No, not expropriation services.

Mr. McNab: This is internal staff.

Mr. Ruston: This is your own legal staff?

Mr. Young: What adds up to a \$1.25 million in this?

Hon. Mr. Carton: Well, there are salaries and wages \$562,000, employee benefits \$48,000, transportation and communication \$33,000, and services \$580,000.

Mr. Young: This legal staff has nothing to do with expropriations? It's work is mainly what?

Hon. Mr. Carton: This legal staff?

Mr. Young: Yes.

Hon. Mr. Carton: This is for advice regarding the legal aspects of the department's operations. It drafts legislation and regulations, draws up agreements, etc. All insurance carried by the department is handled by this activity; this activity is also responsible for investigating and supervising the settlement of claims made against the department, or by the department against other parties, with respect to road liability.

Mr. Stokes: So you have two legal departments. You certainly have to have legal staff in vote 1903, under expropriations; construction and property acquisition, then.

Hon. Mr. Carton: That is done through agents, Mr. Stokes, and through the regions.

Mr. Stokes: You don't have your own legal people there, then?

Hon. Mr. Carton: Oh, yes.

Madam Chairman: Anything further?

Hon. Mr. Carton: There are 53 people and 12 of them are lawyers in this particular—

Mr. Young: In this one, but you don't have lawyers in 1903.

Mr. Stokes: Would this total amount, salaries and wages of \$562,000, cover people like Mr. Duncan, who goes around the province on behalf of—

Hon. Mr. Carton: Mr. Duncan is not in the legal—

Mr. Stokes: He's not in the legal—

Hon. Mr. Carton: No, he's director of a branch.

Mr. Stokes: I see.

Madam Chairman: Carried?

Some hon. members: Carried.

Madam Chairman: Item 4, Personnel Services.

Mr. Stokes: What is that? What services do they provide?

Hon. Mr. Carton: This activity administers the recruitment, the selection and the placement of staff; organization and classification of staff; staff training, staff establishment of branches. Guidance is given to the department in regard to matters pertaining to the Public Service Act regulations and the Public Service Superannuation Act.

Mr. Stokes: Has the enrolment of personnel in your department gone up or down, or remained pretty well steady in the last couple of years? I'm talking about the combined, you know.

Hon. Mr. Carton: Within, well, in the past year or two there's been a small decline.

Mr. Stokes: A small decline.

Hon. Mr. Carton: Because of the—

Mr. Stokes: How many employees do you have at the present time in the new ministry?

Hon. Mr. Carton: We have 12,000 in the new ministry.

Mr. Stokes: That would be, by far, the most of any ministry, outside of health—

Hon. Mr. Carton: I don't think so. I think health has more. Yes.

Mr. Givens: Well, Mr. Minister, you've gone up 30 per cent. In legal services, you've

gone up 25 per cent and in personnel services 30 per cent. Your labour force is relatively static and you haven't increased your lawyers. How come there's an increase of 25 per cent in one and 30 per cent in the other? The figure 618,806 is roughly 30 per cent; 523 to 974 is a hefty increase.

Mr. MacBeth: You're back one.

Mr. Givens: I know I'm back one. I'm just trying to see why those percentage increases are so large. I can understand a six to seven per cent increase. Your actual in 1970-1971 in personnel services is \$618,000 to \$822,000 on the left; and on legal services you went up from \$523,000 actual—

Mr. Ruston: 1970-1971.

Mr. Givens: To \$1,223,000 in this year's estimates.

Mr. Ruston: Two-year jump.

Mr. Givens: That's a lot of bread.

Mr. Ruston: Over double.

Mr. Givens: It's more than 25—

Mr. Stokes: That's why I asked if it was as a result of all the expropriation.

Madam Chairman: Mr. Givens, considering the time, is this a good place to adjourn so that we could come back with answers for you at 8 o'clock?

Hon. Mr. Carton: Before we leave, Madam Chairman, I want to make sure that we're looking at the right side, Mr. Givens, here on the—

Mr. Givens: Well, I'm looking at vote 1901, item 3, which we passed—all right. I know you don't mind going back—where the estimate of 1972-1973 is \$1.25 million as compared to the 1971-1972 estimate of \$974,000 and the 1970-1971 actual of \$523,723. Now, that's a pretty big increase. The second one was personnel services where you've gone from \$618,000 actual to \$822,000 in the 1972-1973 estimate.

Hon. Mr. Carton: I think we can get the answer now, Madam Chairman, if we may.

Mr. K. Foley (Economics Branch): One hundred thousand dollars of that is increased wages and increased complement in terms of additional staff; the addition of \$160,000 comes in services, which is largely in the

claims section—that is, on legal services. On personnel services, about \$100,000 of that is referenced in increased salaries and wages, which were nine and six per cent, an average of about a 15 per cent increase. There was a small adjustment in complement and there was an addition in services this year. That also takes into consideration new em-

ployee programmes and the amalgamation of the department.

Madam Chairman: Carried?

Carried.

It being 5 o'clock, p.m., the committee took recess.

CONTENTS

Monday, June 12, 1972

Ministry administration programme	S-1155
Recess	S-1173

S-39



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications

Chairman: Mrs. M. Scrivener

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

LIBRARY

JUN 27 1972

UNIVERSITY OF TORONTO

Monday, June 12, 1972

Evening Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



10

CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

MONDAY, JUNE 12, 1972

The committee resumed at 8 o'clock, p.m.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS (continued)

On vote 1901:

Madam Chairman: Mr. Minister and gentlemen, I believe we could recommence our discussion of vote 1901. Mr. Young is here substituting for Mr. Cassidy and we have a quorum.

When we concluded before dinner, we had just finished item 4 of vote 1901. Could we commence with item 5, toll bridge collection costs. Are there comments or questions?

Mr. F. Young (Yorkview): Madam Chairman, some time ago there was an experiment of the toll bridge collection with automatic machines. This was on the Burlington Skyway. What happened to that? Evidently it didn't work out, and we are back on the manpower bit.

Mr. A. T. C. McNab (Deputy Minister): When we first instituted tolls, sir, we used the automatic toll collectors. We found out that it didn't necessarily give it any significant amount of security insofar as fraud by the ticket collectors was concerned. We also established that it cut down our flexibility as to the number of lanes.

An automatic toll works at its best when you have a one-fare structure. We have, I believe, three fare rates. The different truck classifications and then the private car classifications.

Mr. Young: And the token!

Mr. McNab: That's right, and the token!

We found that we had to have at least one person for every two lanes to look after people that got into the lanes without change or who missed the pot when they were throwing the thing in. We had a very extensive study of this and came to the conclusion that it really wasn't feasible.

So we man all our lanes now. It gives a flexibility to making change as the traffic demands.

There was very little saving in the automatic tolls. We had to have at least one man for every two lanes in any event.

Madam Chairman: All right. Is item 5 carried?

Item 5 agreed to.

Madam Chairman: The secretary has drawn to my attention that I should have also read into the record that Mr. W. Newman is here substituting again this evening for Mr. Hamilton. Sorry, Mr. Newman.

Item 6, office services. Any question or comment?

Item 6 agreed to.

Madam Chairman: Item 7, data processing operations. Any question or comment?

Mr. R. G. Eaton (Middlesex South): One question; is that purchased through another department?

Mr. McNab: Pardon?

Mr. Eaton: Is that purchased through any department?

Mr. McNab: No, on the contrary, it works the other way around.

Madam Chairman: Is item 7 carried?

Item 7 agreed to.

Madam Chairman: Item 8, policy development and research. Any question or comment? Mr. Braithwaite.

Mr. L. A. Braithwaite (Etobicoke): Madam Chairman, through you to the minister; I would like to bring up the matter of the Kingsview-Camperdown Silent Nighters. I am sure the minister will recall receiving communication from one Patrick Bruce and W. McKee and others. This is a matter that concerns these highway noise baffles.

The minister will no doubt recall that on February 10, Mr. Bruce, on behalf of the

Kingsview Blvd.-Camperdown Ave. people, wrote and asked if there were any plans for a sound barrier on the south side of Highway 401 between Dixon Rd. and Kipling. He wanted to know if a contract had been awarded, and he wanted to know whether a sound barrier would be built in the summer of 1972 so that the homes of the group could be used in the summer months without the bother of traffic noise.

The minister replied to Mr. Bruce's letter and made reference to barriers that had been erected on Dixon Rd. westerly on the south side of Highway 401. I will have a few questions on that later. He pointed out, Madam Chairman, that there is a great deal of research going on with reference to noise barriers, and that it costs something like \$300,000 a mile. The performance of the existing barrier was being evaluated, he pointed out, and there was some question of whether or not the experimental barriers were going to be extended between Dixon Rd. and Kipling Ave. I think the minister pointed out that the department had no such plan.

Madam Chairman, the group had asked me to bring this matter to the attention of the minister. When this matter came up last year and the petition from this group was read into the record by myself, the minister's predecessor suggested that there was a very good likelihood of money being available in the estimates of the department this year—1972—to extend the experimental sound barriers to Kipling Ave.

I know that the minister is new on his job. Yet I would like to know, in the light of his letter of—Feb. 23, 1972—I believe the minister wrote on that day, and in his characteristically honest approach, which I must say I admire, he said no. Now this is a little unusual. Most of the time there is some sort of hocus-pocus but this minister said "No, we have no plans."

What I would like to know first of all from the minister, Madam Chairman, is just what happened to this promise in these estimates? Perhaps he might take a minute and tell me what goes on when these matters come up in the estimates. I would like to know if any promises or any statements or commitments made by your predecessors are discussed. Are they honoured?

I know that it is a very expensive experiment. But the problem is so great in this particular area that I and these people had hoped that the minister would at least honour the commitment made by his predecessor. I would like to hear from the minister, first

of all just what procedure was used when these estimates came up in cabinet—if you were the minister at the time, what was the procedure for the allocating of funds for this particular type of research?

Hon. G. R. Carton (Minister of Transportation and Communications): Madam Chairman, I remember that particular letter because this was the first inquiry that I had in connection with noise barriers. I was quite interested because of the problems in my own riding. I was happy for the member who was just speaking that the first one, an experimental one, was installed in his riding. And regardless of what commitments were made, I think the hon. member will realize that when you have an experimental noise barrier which, in fact this was, one has to wait until it had been in existence for some time in order that information can be gathered from the residents in the area as to whether or not it is having any effect.

This has been completed; there has been an evaluation made of the effectiveness of the noise barrier. Mr. Armstrong can speak more definitely on it, but my understanding is that, on evaluation, very disappointingly the noise barrier is not what we had anticipated. In fact the decibel reading, as I recall, was something like a reduction of about four or five decibels out of a 35-decibel rating. And in order to have any effect whatsoever, it would have to be twice as high, and even then it would not have any really great effect on the noise factor.

As I say, Mr. Armstrong can fill you in more competently than I can, but that's my understanding of the evaluations made as a result of interviewing the residents in the neighbourhood.

I think the same thing relates to the noise barriers that Metro has installed along the Don Valley Parkway; from what I understand, from reading and talking with other jurisdictions, really they're all still experimenting on noise barriers. Nothing really has come up yet in the way of an effective solution.

Perhaps, Malcolm, you could fill them in—

Mr. Braithwaite: Just before that, Madam Chairman, could the minister perhaps tell me what went on when the estimates of this particular ministry and this particular section came before the cabinet? Was it discussed, and at that time was it turned down by yourself for that reason?

The reason I ask is that in your letter of Feb. 23 of this year to these people, you stated that it was still being evaluated.

I just want to know, if you can tell me, just when the matter was at cabinet level. Was it turned down on the fact that there has been no real benefit gained by these experimental ones that you've discussed, or was it because there had not been a complete evaluation?

Hon. Mr. Carton: Well the estimates, as you know, go to Management Board, not to cabinet. And had that experiment proved successful, there would be moneys available to have carried on; but when the experiment proved to be futile, there was no point in erecting further so-called noise barriers.

There have been other areas across Metro Toronto, as you know, that have been asking for noise barriers, and the same answer has been given to all of them; that in fact we were awaiting the results of the experimental one in your riding, and if they were successful we would then construct others along Highway 401. But the results were disappointing, because to reduce the noise level from 35 decibels to 31 or 30 involved an expense of \$150,000 a mile, I think; in order to put in an effective one it would be double that, and still the anticipated reduction would not be that great.

But Malcolm, perhaps as I say you can elaborate a little more.

Mr. M. Armstrong (Research Division): Madam Chairman, I think the minister has given a general statement of our findings, but to give just a little bit more detail, the experimental installations that were constructed on the south side of Highway 401 included several different types of barrier. Theoretically, we were looking for, hopefully, a reduction in the noise levels of about 15 decibels, that is 15 db(A), to reduce the ambient level from about 75 db(A) down to, hopefully, somewhere in the 60 range.

In fact instead of achieving this 15 db(A) reduction, which was the theoretical maximum, we found that the maximum reduction was six and the most frequent reductions—and we made measurements at some 70 points in the shelter of those barriers—were of the order of two or three decibels.

Mr. Braithwaite: Could I interrupt for a moment? Could you tell me just what part of the department carried on the tests and during what period? What were the dates? And could you tell me the results of the tests

with reference to the different types of material? We're talking now about the experimental one—the one that exists—is that correct?

Mr. Armstrong: Yes.

Mr. Braithwaite: Could you tell me those figures?

Mr. Armstrong: As to who conducted these tests, the experimental design was carried out by the members of the research division of the department, and it was in 1970 that the design of the experimental installations was developed. These were constructed in 1971, as I recall, and at the end of 1971 and earlier this year we carried out the after-studies, which were necessary to evaluate the effectiveness of these barriers.

Mr. Braithwaite: How many months would be involved?

Mr. Armstrong: It extended over a period from about September—I can't give you the precise dates—until February, I think.

This period was longer than we anticipated because we set certain specified conditions under which we would be prepared to make the measurements in order to ensure that what we measured afterward was properly comparable with what we measured before. Those conditions were that it must not be raining, the wind speed must not be higher than a certain figure, etc. This pushed us further into 1972 with our evaluation than we had anticipated, but the evaluation was completed by the same group that designed the experiment.

Mr. Braithwaite: Before you go on, could you give me the name of the individual in charge and whether he'd be located at the head office up on Highway 401?

Mr. Armstrong: Yes. The officer in charge is Mr. Harmelink. He is located at Downsview in the main administration building and he can be reached there; or he can be contacted through me. I believe, actually, you may have met him on one or two occasions.

I'd just like to add that in addition to the experience we gathered from our own experiment, we also collaborated with the Metro Roads Department in their effort to evaluate a different set of barriers, which they erected on the northern part of the Don Valley Parkway. We collaborated to the extent of making the before-and-after measurements to evaluate those barriers, and the results were precisely the same.

There were quite a few different materials tried. These walls were generally 10 ft high, and the materials used in making them ranged from metal to prefabricated concrete. The results we measured were virtually the same, whatever the type of barrier. And the overall conclusion has to be that at costs in the range of \$150,000 per mile for each side of the road treated, the results do not justify the cost of the installations.

This isn't necessarily the end of the story, as there are other ways of tackling the problem, but as far as the barriers are concerned, that is regrettably the conclusion we have come to.

Mr. Braithwaite: Could you tell me about how much money has been spent to date by the department carrying on research and experimenting in this noise control problem?

Mr. Armstrong: That is a figure that I would only be guessing at. I cannot give you a positive figure.

Mr. Braithwaite: You could give me an educated guess, could you not?

Mr. Armstrong: I have an idea that the barriers that we erected were somewhere in the order of \$250,000 or \$300,000.

Mr. Braithwaite: No, I thought perhaps that—

Mr. Armstrong: But the manpower and effort—

Mr. Braithwaite: I am talking about the research in your own department, and not so much the cost of the barriers.

Mr. Armstrong: The work is continuing, and it involves several people. But, boiling it down to man-years and giving an estimate, I would say that it is something in the order of \$40,000 to \$50,000 in terms of departmental effort—time and equipment and services involved.

Mr. Young: What direction are you now heading in this kind of experimentation?

Mr. Braithwaite: That was going to be my next question.

Mr. Armstrong: Sir, would you like to continue with that particular question, or would you like me to—?

Hon. Mr. Carton: Please go ahead!

Mr. Armstrong: Well it forces us to reconsider the overall problem. What we were

trying to do with barriers of course was to protect people from the noise generated on the highway. As this does not seem to be practical we have to look at other things. Obviously if we can, we should tackle the noise at its source—where it is generated by the vehicle—either the engine, the muffler or the tires or whatever it is that is generating this noise. This, however, is a somewhat complicated problem.

As far as new vehicles are concerned—manufactured in Canada and imported into Canada—the responsibility to control the noise generating characteristics of vehicles lies with the federal government. However, once the vehicles are on the road, the control of all vehicles in use in this province and the components and so on that would be used to replace worn out components on the vehicles would be the responsibility of the government of Ontario.

This responsibility is not vested in this ministry. It is vested in another ministry. So we are discussing with the other ministry ways in which control of noise at the point of generation can be achieved at the present time.

Mr. Braithwaite: Supposing we leave aside for a moment the point of generation and go back to the question of the problem as it exists on the highway in this particular area and in others. Just what new areas are you looking into in the field of research? What plans do you have for other types of experiments? Just what hope can these individuals have? Or is there any?

Mr. Armstrong: As far as specific research that we may have in hand at the moment, we are continuing our general study of the noise problem. As far as remedial measures that might be taken, there are other measures such as trying to make the houses more liveable by insulating them against noise—possibly by double glazing and whole house air-conditioning. This is one possibility.

The possibility also exists, I suppose, of putting up higher barriers, because this is essentially the problem. There are various aspects of land use control and various things like this that might eliminate the possibility that the problems will grow worse in the future as more residential areas might develop along highways.

All of these things at the moment are the subject of consideration by our policy field committee, and we are looking to that committee for guidance.

Hon. Mr. Carton: I wonder if I might interject. I think what Mr. Braithwaite is after is if there is anything specific in the way of noise barriers per se?

Mr. Braithwaite: I was just going to say: Are there no new materials that you are testing which could be used as barriers? The situation is there now. I am just trying to see if there is anything being carried on from the point of view of research.

Hon. Mr. Carton: Does your jurisdiction have anything that would—

Mr. Armstrong: The sad fact is that the physical characteristics of sound and its transmission, and the ways that are available to us for absorbing that sound, or deflecting it or reflecting it, are fairly simple and well understood. The range of materials that we have explored is not a complete range, but we really don't see the value at this time in trying out any more materials. It is not a materials problem.

Mr. Braithwaite: Could you name some of the materials that you have experimented with?

Mr. Armstrong: Cellular concrete, plywood, rolled metal screens, concrete block, rock-filled gabions—which are those wire baskets filled with rocks stacked one on top of the other to make a wall—and of course we have used earth barriers, earth mounds, either on their own or in conjunction with a wall on top of them. We feel that these materials and the forms in which we have used them pretty well cover the range of possibilities.

I may say that while many jurisdictions are concerned with this problem and have considered all these possibilities, it seems that of all the highway authorities in North America, ours is the only one that has actually conducted tests or has tests as advanced as ours. Mr. Harmelink—whose name I mentioned earlier—is very much in demand this summer as an invited speaker at various technical conferences and congresses because people are very interested in knowing these results.

Mr. Braithwaite: Could there be any correlation between the fact that we are trying to save the core of our cities? Perhaps in other jurisdictions when people have this type of problem they can move out and away from the cities? Is this what is going on particularly in the country to our south? Is this the answer to our problem? If I recall correctly, when this matter was first

raised in the House, as I understood it, no thought at all had been given by the department to the effects that there might be on people living in an area when a highway was widened, or when a highway was planned. When it is planned there is lots of room, but when it is widened this is not so. I am wondering if it is because of the fact that people are there to complain that the department has been forced to look into this? Perhaps this doesn't happen in other jurisdictions?

Mr. Armstrong: It is happening in almost every jurisdiction. A recent report from the Los Angeles area has really focused attention on the magnitude of the problem in that area. There is no doubt that departments like our own are much more conscious, aware and deeply concerned with this problem, and there is a great deal more attention being given to it.

Mr. Braithwaite: It seems like the wheel has gone full circle. This minister started his career on this very problem. I don't expect to rise to the heights that he has until we change governments. But this is the sort of thing that concerned me a couple of years ago when this matter was first raised in the House by myself—the fact that the department hadn't given any thought at all to the effects that the widening might have on the lives of the people who live close to the highway.

That leads to the next question I wanted to ask. Are there any prototypes or anything like that in your research department which are being tested now? I am not talking of a straight wall. Is there any particular design or curve, or any other type of design of wall that is being studied? Or any other type of noise barrier that is being looked at by your department except for the straight up-and-down concrete wall that you mentioned earlier?

Mr. Armstrong: No. Apart from maintaining as keen an awareness as possible of what other people are doing in this field, we are not deliberately investigating barrier forms and materials for the reasons I gave you before.

Mr. Braithwaite: This leads to the problems that have been brought to me by the people that are living behind the existing barrier. It seems to me, Madam Chairman, that it is beneficial the wall is there, in spite of what your tests might show. I have made personal surveys on the people who live behind there and everybody says—as I say we are not

speaking technically now, we are talking about the people that are actually suffering, the people that live there—their comments are simply that from a layman's point of view they cannot understand why, when the wall was being planned, it wasn't planned for a height of perhaps another five to 10 ft., because the height that they are now has made living on the ground floor ten times better. They have said this to me, in spite of what the decibel reading may be.

It may be psychological, I don't know; but because of the fact that the wall is there, they tell me they are now able to sleep on the first floor where they couldn't before. What they would like to know is are there any plans, since this is an on-going research problem, for raising the height of the wall that exists now.

This is why I have wanted to know whether there was any research being done, say on curves or angles or different ways of building walls. Are there any plans for doing anything about the \$200,000 or \$300,000 that has been sunk into the wall now? Is it planned by the department just to leave that there and say, "These things are a bust. We won't do anything more with them?"

Mr. Armstrong: No. As I mentioned, there are a number of possible things which might be considered; I won't say might be done, but might be considered in relation to this problem.

The question of the height of the walls is one of the matters we have advanced in the documents which are now before the policy field committee in order to get guidance as to what line we should pursue in the future. When we chose the height that we did, the 10-ft. height, it was done on the basis of theoretical analysis of what might be achieved by using that height and what we estimated or judged to be height which might be tolerated from the appearance point of view, not only of the passerby but also of the people who live behind them.

The impact of a 20-foot high wall just a few feet from the backdoor of the house may or may not be acceptable. We thought that was excessive, and in our judgement we chose a height of 10 feet.

If walls are to be the answer, then they have to be higher. The question is whether this is the line that should be pursued or whether some other option should be followed. This is where we are at the present time.

Mr. Braithwaite: If you want to square the circle, you can do so if you start with the right premise. The same applies to the thinking behind this.

Most of the people I talked to are concerned. They felt if you are going to go into an investment that is as great as this, even though it is an experimental wall, would it not have been better perhaps to forget about the extra few thousand dollars it might cost, because it wouldn't cost that much more to make the height of the wall greater?

Was there any questioning of the people? From what I understand, most of the people said it was a surprise. It was a surprise, because they were asked to the briefing at the headquarters in Downsview and they were told this is what was going to be built. Nobody came around and said, "Look; if we build a wall 20-foot high, would you complain?" Nobody said anything at all.

I am speaking now from the department's point of view. You are telling me that you felt that. I am suggesting that perhaps the outcome might be that the people would have loved it; but it isn't there now.

I would like to know if the minister could tell us what plans his department has for the wall that exists now, since we are not going to go into any other experiment until we determine what we are going to do. What is going to happen to the wall that is there now?

Hon. Mr. Carton: Madam Chairman, I think I can probably answer that. This evaluation has only been recently completed. I am taking this matter before the resources policy field committee for discussion at that level. But I would point out that—

Mr. Braithwaite: Could you explain what policy committee you are talking about?

Hon. Mr. Carton: The resources policy field committee is a group of ministries under the Hon. A. B. R. Lawrence.

Mr. Braithwaite: I see what you are talking about. I didn't hear what you said.

Hon. Mr. Carton: It is a Legislature group.

May I say this, that I know the problems that relate to noise, because Highway 401 was first constructed in my riding. My people have had to put up with the noise 10 years or eight years longer than the people out in the west end, and they have been putting up with it.

One of the difficulties, as I see it, is that it is going to cost some \$300,000. If you are

going to put it on both sides of the road, that is some \$600,000 per mile. When you think of what \$600,000 might do towards building a road in northern Ontario, which do you put in the first priority?

Also, one of the real anomalies is that right today in the east end of the city, they are building and selling—in fact, they are all sold—\$75,000 to \$100,000 homes which are as close to Highway 401 as the homes of the people of whom you are speaking. These \$75,000 to \$100,000 homes are sold.

Mr. Braithwaite: Are they 27 feet from the highway?

Hon. Mr. Carton: I beg your pardon?

Mr. Braithwaite: Are you speaking of homes 27 feet from the highway, as in Etobicoke?

Hon. Mr. Carton: Their backyard is right up on Highway 401.

Mr. Braithwaite: In answer to that, I can only say this, Madam Chairman: First of all, people were there before the highway was widened. It seems the people you are talking about must have more money than brains.

The fact is that the people I am referring to, my good constituents, were there first.

Secondly, when they bought, the road in question was in a deep valley. In order to widen the highway, the department saw fit to change the situation and to bring the level of the highway up so that trucks roar past their bedroom windows now.

Thirdly, you can't buy a house as you could in the days when you first brought this matter up with reference to the Armourdale area. You can't sell the house that you are in and buy another.

The people who lived in the minister's riding, Madam Chairman, who were affected, as I recall were able to sell out to the government and were able to take that money to buy another home, because the market wasn't as tight as it is now. Secondly, there was the fact that the government was able to make money on these houses because it was able to resell them. Right now the people who live in the area I am talking about out in Etobicoke couldn't under any circumstances take whatever the government might give them and consider it a fair price. They couldn't take that and buy another house.

What I am concerned about is just what do you do about people who are there and can't move. Certainly, we are talking about

further experimentation, but if I gather correctly from what the official has just said, they aren't really proposing to do anything in a hurry. There has been a suggestion made that soundproofing could be carried on, there has been a suggestion made about air-conditioning and so on. I wonder has the minister's department done any really deep research into this to say if they went to this expense it would actually improve the way of life of the people that live there. This I would like to know.

Hon. Mr. Carton: If they went into these other areas, you mean of soundproofing and—

Mr. Braithwaite: Soundproofing and air-conditioning and that sort of thing.

Hon. Mr. Carton: This might be one of the considerations they can next go to. They tried the noise barrier, and as Mr. Armstrong said it proved disappointing.

Mr. Braithwaite: I would like to know, Madam Chairman, has the department actually done anything? Has it built prototypes and has it actually done any noise study with reference to a house that has been insulated in the way that has been suggested?

Hon. Mr. Carton: To my knowledge it hasn't. But rather than build a prototype if the ministry were going to do this, I would suggest it would get permission from someone who lives in the neighbourhood and treat the house in the manner experimentally rather than build a prototype, if the ministry decided to do that.

Mr. Braithwaite: Perhaps we could take the minister's views a step further. The original suggestion was made long before the department agreed to take this matter seriously. This was before the minister's time of course. I suggested that it might be just as cheap to spend some money to do the very thing we are talking about to all the houses that face on the highway there. The problem right now is that everybody in the department says: "We built a wall and it doesn't work. We might do this and we might do that."

What I would like to know is does the department have any specific plans for this type of thing, because the people who are living there, as I say, can now use the first floor. It would appear that the department didn't look to see whether these houses had two floors. They do have, for the most part,

two floors and the upper storey is still not usable.

I would like to know if this is what the minister has in mind, perhaps carrying the experiment to the second stage by considering some sort of insulation and soundproofing for those houses?

Hon. Mr. Carton: No, I think that when this matter comes before the policy field committee, the policy field committee will perhaps offer other suggestions. The noise barrier having proved to be a disappointing venture, I would see nothing wrong—you just can't stop research because one factor didn't work out—I would see nothing wrong with the ministry trying to evaluate the very point that you are making, subject to this; that most of the people who come to me with the Highway 401 problems of noise come to me on the basis that it is in the summertime when they are out in their yards. That is when they notice it. All winter long they are really not that troubled or concerned. But once the summer comes, they are in their backyard and the windows are open, etc., so that no matter how much money you spent on soundproofing your house this wouldn't have any effect in the summertime.

Mr. Braithwaite: True, but perhaps the makeup of the population might be different in the area that you are talking about. In our area, we have a younger population and there are many children. There is a problem of children going to sleep, and most of the bedrooms are on the second floor.

Hon. Mr. Carton: What I'm trying to tell the hon. member is that no matter how you soundproof it you would still have to have the windows open, unless you put air-conditioning in them.

Mr. Braithwaite: I took it for granted when you were talking about further soundproofing that you were considering air-conditioning as well. There is not much sense in sealing the house up if you don't air-condition it.

Hon. Mr. Carton: Well, all I can say is, how far do you go? There is a limited budget and there are all sorts of valid claims that one can make against so-called progress.

Mr. Braithwaite: The reason I bring this up, Madam Chairman, is that it would seem to me that a department that spends as much money as this one does on construction of highways should consider these matters prior to widening the highway. The fact is that it

didn't; and since it didn't, I don't think it behoves the department now to say that: "Oh, this is going to be too expensive."

If the government, which is the people, makes a mistake, I think the government, which is the people, should correct it.

All I'm saying is that before you spend a lot of money, why not carry on the experiment to see what can be done, because for the minister's department to say, "We made evaluations, the noise barriers don't work, and that's it," I don't think that is good enough.

Hon. Mr. Carton: No, they haven't said, "that's it". They said the noise barriers do not work and Mr. Armstrong said they would be carrying on whatever research they feel is necessary.

Mr. Braithwaite: In very vague terms!

Hon. Mr. Carton: Certainly it is in vague terms, because as he pointed out there is no jurisdiction that has come up with the answers.

Mr. McNab: May I speak on that particular point? I would like to correct one impression that we might get, that the research we are doing ourselves is the only research we are aware of.

Our people are very close to this problem with all the members of the Highway Research Board south of the border. Research is going on in practically every large state in the union, and all over the world on this very matter. All of this research is available to us and is being considered by us, as well as the research that we're doing, which is contributing to the general knowledge on this subject throughout North America and the world. My point is that you might get the impression that we are only relying on our own research.

Traffic can and is generated—and increased traffic means increased noise—on all our highways. People might move into a district and the road may not be widened, but there could still be a great increase in traffic volume; not only that, there might be a great increase in the mix of trucks—all of which could subject the people living along the road to the same inconvenience and discomfort. As the minister said, "Just where do you stop?"

Mr. Braithwaite: Well, I'm not going to press this too much further, but I would like to know what you mean when you say all this research. Could you be more specific and give me a few ideas of some of the things

that your department is considering? Just a few, that is all.

Mr. McNab: What I'm saying is we are considering noise on all our projects and we are calling on the experience of other areas and watching what they are doing for some new ideas. The general conclusion that most of them are coming to is that the only lasting thing, the only meaningful thing, is to get at the noise at its source. Once it is out in the air, it is difficult to control.

Mr. Braithwaite: Perhaps then, in conclusion, the minister could tell me if his department has prepared any sort of questionnaire for the people in the area to get some idea of their reaction to the wall and their suggestions. They're laymen, of course, but I know they would feel better if they knew that they were being consulted on some of these matters. Because it does seem like a great big department is just doing what it likes and these people are caught in a vise and they can't get out, they can't buy anywhere else.

I think it would improve the image of the government, and governments generally, if more of this consultation were carried on.

In this particular case we have the group that I mentioned, the Kingsview-Camperdown Silent Nighters, who are waiting for an experiment to start in their area. As I say, it wouldn't cost hardly anything for the department to make some sort of survey, not only in the Kingsview area but in the area where the wall exists now.

Hon. Mr. Carton: Well, this has been done to my knowledge, Mr. Braithwaite.

Mr. Braithwaite: Have you come around with a questionnaire of sorts and asked them how they felt? I didn't hear. Have you?

Mr. Armstrong: We have made, let's call it, a limited study of that conventional type, where we have asked people, "What do you think? Is it any better? How did it seem to you?" For their subjective judgement.

But, as for our ideas on what we could possibly be doing, given the mandate and the instructions to do it by our policy field committee, one of the things that is proposed—and it might be done by ourselves or the Ministry of the Environment or in collaboration with them—is to carry out (a) human and social factor studies of people's response to noise, their preferences for remedial action to support or as a basis for modifying a policy; or (b) a further experimental noise

abatement programme, applying and evaluating a combination of noise protective measures.

To elaborate on that, we have mentioned the possibility of suppressing the noise inside the house by special insulation, whole-house air-conditioning, etc. But as the minister has pointed out, the main problems that we know of and that have been enunciated to us, are those that people are aware of once the warm weather comes and they want to get outside their houses. So we judge that it isn't completely satisfactory to make the house tenable if the yard is still untenable.

Mr. Braithwaite: I can't say I agree with the minister's statement, because that isn't my understanding from my surveying the area; but I am sorry, go ahead.

Mr. Armstrong: A complete treatment would also involve some barrier to protect the ground level as well as the protection that I have suggested for the house. Unfortunately, it escalates the cost per foot of highway treated from \$30 a lineal foot, which is roughly the cost of the 10-ft. barrier, to about \$120 per foot of highway treated. These costs per mile are really becoming astronomical.

Part of the studies that we have carried out in the past has been to make noise surveys of all of the areas on the main highways of the province that we regard as potential problem areas. If we add up the total footage of highway that might possibly rank for treatment, then indeed we are talking about budgets that make our present total budget look rather pale. This is the size of the problem.

Mr. Braithwaite: Well, to refute the argument you just made, I repeat: There are areas where people are buying in and the noise is there. That is one situation. But this is an unique situation where the department caused the trouble, and I don't think the department should now say it is going to be expensive. I feel that it's not that big, but experiments have to be made and perhaps this is the place it should be made.

I am satisfied with the minister's undertaking that this matter will be brought before the policy people, but I was particularly concerned, Madam Chairman, that we did get some idea of just what the department is doing and what plans they do have. I know I speak on behalf of the people who live there when I say they would appreciate a little more consultation. The department is big; all governments are big. There would

be no harm at all, I think, if the department, particularly in this case, had asked the people—would they mind a 20 ft. wall? I don't think that question was asked of anybody. If it had been it would have saved money all around because I am sure everybody would have said "We don't care how high you build it; just stop the noise." Those are all the questions I have for the moment, Madam Chairman.

Mr. J. P. MacBeth (York West): I am sorry to continue this but I would like to add a few words of my own. The minister knows I have already spoken to him about the matter. The question I want to raise is slightly different, in that my riding adjoins that of Etobicoke which Mr. Braithwaite represents. I have a good number of people in similar situations who are a little bit covetous of the fences or the barriers—

Hon. Mr. Carton: So am I!

Mr. MacBeth: —that Mr. Braithwaite has. They say, "Mr. Braithwaite's got them; why can't we have them?"

However, the problem is more than a sound barrier, as Mr. Braithwaite mentioned. I think there is a great deal of psychology in it; the fact that they see the barriers they feel better about them.

The barriers go further than just their effect on noise; you are doubtful or have some question as to how much they affect the noise; they do cut down a great deal of light in many instances. They cut down the sight of the cars going by; in other words they cut down the lights coming in and they cut down the eyesight going out. They also cut down some splash in rainy weather and splash or slush in snowy weather.

I have a couple who have been bothered particularly, Mr. and Mrs. Said, who live on a street by the name of Rabbit Lane, of all names. The highway there is built above them by about five or six feet with the result —this is a summer problem—that all the splash from the road is coming down into their property at the back. If you had some sort of barrier there you could cut that splash and that type of thing off.

I am wondering whether or not—and this is the first question—less costly barriers that might still kill the same amount of sound and would accomplish these other things that I've mentioned, would have some merit? That is the first question.

The second question, because I think a lot of this is psychological, is whether the depart-

ment should be buying more of these in the first place and selling them again, probably not accepting much of a loss in the matter. The people who buy them with their eyes wide open can't complain; some people don't mind noise and you would not have to build all of these costly things you are talking about.

There are two thoughts I would like to leave with you: to continue the barriers, maybe not so expensive, but which might have just as much effect; and secondly buy more of this property and sell it to somebody else.

Mr. Braithwaite: If I might add, Madam Chairman, when Mr. MacBeth speaks of buying, I presume he means buying them at a price that would allow the people to go out and buy another home.

Mr. MacBeth: No, I am thinking of the regular compensation base on which you might expropriate any other property.

Mr. Braithwaite: I don't think it would be fair to the people on Rabbit Lane, because there is no way that these people are going to be able to buy another home without ending up with a big mortgage and starting all over again.

I thought that I would tell the department, Madam Chairman, that that isn't the solution as far as I'm concerned. If you are going to buy, the price should be sufficient for them to be able to replace the home they have.

Mr. MacBeth: I don't think they should get any different treatment from other people expropriated in other places.

Mr. Braithwaite: Unless they have been unjustly treated by the department, which some of these people have been.

Hon. Mr. Carton: I think everyone who is expropriated feels that way.

Madam Chairman: Right. Mr. Jessiman?

Mr. MacBeth: Have you got any thoughts—

Madam Chairman: Oh, sorry.

Hon. Mr. Carton: Yes, as a matter of fact —Madam Chairman, I am sorry; I thought he was just going to leave them with me.

Mr. MacBeth: I will leave them with you. I am more impressed by your fairness than, maybe, the member for Etobicoke. I am content to leave them there.

Mr. Braithwaite: No, I mentioned, Madam Chairman, at the start that I have the highest

regard for the honesty of this minister. I feel he has justly won the post he has and he'll continue to be a man of great integrity. And he doesn't owe me any money!

Hon. Mr. Carton: When Mr. MacBeth was speaking and talking about buying the homes my deputy leaned over and said "He sounds like the member for Armourdale"; and I agreed with this.

Madam Chairman: Mr. Jessiman.

Mr. J. H. Jessiman (Fort William): Madam Chairman and Mr. Minister, under research—and I have combined a little of items 8 and 10 that we added in—in your annual report for 1971, page 23, on pavement wear due to studded tires and the research that has been conducted since that effective date of April 30, 1971—when you banned them—I notice there are two reports of studies on studded tire damage and performance in Ontario winter, 1969 and 1970, by P. Smith and Shonefield from your own research in transportation. Also on page 24, an evaluation of surface course mixes designed to resist studded tire wear, from the same year by two other of your people from your own department.

Since the ban on the tires, my question, of course, is, is there any significant reduction in the damage to the surface and to the markings on the pavement? Also, having seen all of the movies made by your department, some of them are almost convincing, have there been any substitutions? I realize that there have been some tests conducted even up in my own area on—

Mr. J. E. Stokes (Thunder Bay): Are you for them or against them?

Mr. Jessiman: —alternative studs.

Madam Chairman: We have just sent out for some information.

Hon. Mr. Carton: No, it is all right, I can answer it anyway. I wanted to get some statistics in which I thought the members might be interested. I have the month-by-month accident report on the King's highways for November, December, January, February, March and April, both before and after the banning.

Mr. Jessiman: I am extremely interested to know where these reports would originate, because I for one, as a member, went out myself and measured with one of your people two winters ago and again last winter and

last spring. In this particular area, which was on Highway 17 and Highway 61, there was no significant wear from studs. We do get seven feet of frost up in the north and I don't think there has been reasonable consideration given to that particular part.

Hon. Mr. Carton: I am talking about the safety factor which to me is more important than highway damage or whatever.

Mr. Jessiman: And we are going to buy that, that it is safe? But also—

Hon. Mr. Carton: Because the accidents are down—I want to get the exact figures—they are down 15 per cent.

Mr. Jessiman: I would be interested in seeing how these figures are arrived at and in what district.

Mr. Stokes: As a result of what?

Mr. G. W. Walker (London North): Can you relate that to studs?

Hon. Mr. Carton: We can relate that to accidents on the King's highways. If they had gone up, you would have said it was because we banned studded tires; so when it comes down 15 per cent I am going to say it is because we did ban them.

Mr. Stokes: That's not logic!

Mr. Braithwaite: Are you talking about the north or the south?

Hon. Mr. Carton: The Mason-Dixon line!

Mr. Stokes: If I was able to show you that the accident rate in the city of Thunder Bay—

Mr. Braithwaite: In the north.

Mr. Stokes: —has gone up 25 to 30 per cent over the past winter, would you say it was because you banned studded tires?

Hon. Mr. Carton: I would say that I would ask him to write to me. I asked the chief of police to write me; I asked them all to write to me and to my knowledge nobody has written to me. Am I correct?

Mr. Stokes: Mr. Hartig, the chief of police in the city that my friend and colleague is from—

Mr. Jessiman: I have no report from the chief of police, Mr. Minister.

Mr. Stokes: —Fort William, has said that he attributes the increase in the number of

minor traffic accidents in the city of Thunder Bay to the fact that you banned studded tires.

Hon. Mr. Carton: I know. Let me say this, where one has a cause—for example, there was a coroner's report on a fatality between Bradford and Barrie recently. The man who was driving the car, the coroner's jury so found, was driving at an excessive speed and there were other contributing factors. The man who was hit was walking on the wrong side of the road and wearing dark clothing. And the coroner's jury recommended studded tires should be used. Now, how can you relate studded tires when there are many factors involved.

I think that studded tires are an emotional issue. I'll be very honest. When I first came into the ministry, I wanted to be shown to the best of the ability of my officials, that studded tires should be banned. And I was from Missouri, truly from Missouri, when I went down to the Good Roads convention. There were some 1,500 to 2,000 very expert people down there—the municipal councillors like Fred Young used to be, and county roads engineers and that kind of people.

Again, how do you relate these views? I don't know, because perhaps the majority of those in attendance were from southern Ontario. I'm being very fair when I say that. But overwhelmingly, they favour the government's ban on studded tires.

Mr. Walker: But they built the roads!

Hon. Mr. Carton: Well no, these are municipal councillors.

Mr. Jessiman: Here is the balance of my question, Mr. Minister, before you get side-tracked again. With the research that's been done by your department and also by the stud manufacturers, do they have a suitable replacement for the stud? When I say a "suitable replacement," I'm talking, of course, of the nylon type that was tried up in Timmins and through the north last winter, some 40-odd automobiles used them up around there.

Hon. Mr. Carton: Mr. Armstrong has a report on these alternative studs.

Mr. Armstrong: These alternative devices that showed so much promise when they were in the prototype stage, have proved to be very disappointing in the production models. Generally speaking, the problem is that they're not durable. They come apart and of course they're not worth putting on.

But we think there is quite a distinct possibility that alternative devices of this kind can be made, and made at a reasonable price and they will be effective.

You mentioned alternative studs. The stud manufacturers have been very vocal in their claims of having improved studs to provide the same type of performance and yet to reduce, very significantly, the wear on the roads. Now this is a claim that really is not substantiated. They undoubtedly perform similarly. By the same action, as before, they use very hard tips of steel to penetrate the ice and give traction. But those same hard tips of steel also do wear pavements.

Now as the minister has pointed out, it's not specifically the pavement wear that is of concern—although that must be of some concern to us. But it is the adverse effects on safety that accrue from the wearing away of the pavement. There is the grooving and premature wearing away of the safety markings and so on, which are put on the pavements.

Hon. Mr. Carton: Now I must be fair, and please relate this to what I'm saying. It's the King's highway accidents—and there were 2,214 fewer last year.

Mr. Jessiman: That is an impressive amount. I still go back to the north against south, as my friend has mentioned. I'm still not completely convinced that with the depth of frost that we get, the protection that's offered by the frost, that you don't get the wear in the north that you get in the south. As I say, I personally have gone out with the Department of Highways engineers and measured it, using a straight edge and a device for measuring. And I found that your research people maybe spent too much time measuring north of Bloor St. and not north of the 49th parallel.

Hon. Mr. Carton: But I come back to my point that I'm not really concerned about the damage to the highways. My main concern is safety. And if you have studded tires on all the time, I'm advised that, except say at 30 degrees, you are not as safe with studded tires as you are without them; having consideration to the weather and the number of days where there are icing conditions. My main concern is safety, truly. Sure the damage is important, but not to me; not that much.

Mr. Stokes: Okay, let's talk about safety then.

Madam Chairman: Excuse me, Mr. Stokes, because Mr. Smith is ahead of you.

Mr. R. S. Smith (Nipissing): Well I'm on another subject, so I'll waive if you don't mind.

Madam Chairman: All right then, fine.

Mr. Stokes: All right, let's talk about the safety aspect of the studded tires. And I know the minister has read the Cornell study and I am quoting from a review of that study, which appeared in the Financial Post on April 29, which said:

That at 30 degrees fahrenheit, with no studs, it took 170 feet to stop, with studs 122; for an improvement factor of 28 per cent at 30 degrees.

Hon. Mr. Carton: Right!

Mr. Stokes: It then goes on:

At 20 degrees the improvement factor was 23 per cent, at 10 degrees it was 13 per cent, and at zero it was a seven per cent increase in the safety factor.

Now, I know that when your department took the survey, most of it was done under the most extreme and unusual conditions that one could imagine. I saw pictures of you doing this survey on the ice on a lake. If you wanted to prove to people in the north that you were on the right track, why didn't you go up under actual driving conditions in the north. I would say that at least 50 per cent of the driving is done on roads that aren't even paved.

When you suggest that the safety factor doesn't counterbalance the wear and the tear, you're talking about roads that are snow-covered from November 1 until at least March 15; where there's no contact between the stud and the road surface. You're also talking about roads that because of capillary action, wouldn't stand up any more than 10 or 12 years anyway.

I understand when the ban was first announced by one of your predecessors, the Hon. Irwin Haskett, that it was said if you continued to allow the use of studded tires, that a road would completely disintegrate in 12 years. I defy people in your department to find any road in northern Ontario that's subjected to temperatures ranging from 80 degrees fahrenheit to 60 or 65 degrees below in the winter, that is going to withstand the rigours of such extreme temperatures.

Now, don't take my word for it. Here's a report from an insurance company that makes

its living as a result of accident claims. And I want to quote from an insurance company brochure that says:

The highway damage estimate of a staggering \$127 million over the next 10 years, which the government used to justify the ban on studded tires, works out to somewhat less than a staggering \$4.25 per vehicle per year. The Department of Transportation and Communications let it be known that studs are only of benefit near the freezing point, one per cent of driving time.

A T & C release said: "The best that a driver can expect is improved stopping and traction near 32 degrees."

Every Ontario driver suspected that this statement was ridiculous. Now a Cornell University study of cars moving at 20 miles per hour, shows that the maximum improvement in stopping distance of 28 per cent is indeed at about 30 degrees, but improvement is still 23 per cent at 20, and at zero it is seven per cent.

When roads are most slippery, studs are most effective. Without studs, stopping distance increased 72 per cent between zero degrees and 30 degrees; and with studs it is 33 per cent.

When studs are banned, traction must be maintained some other way. The other way, of course, is salt. At the same time that Canadian officials at the UN were helping to fight the pollution effect of dumping waste salt brine in the North Sea, Ontario was dumping 100 pounds of salt per person annually on our roads. More than three-quarter-billion pounds of salt eventually find their way into our rivers and lakes. And on the way into our waterways, this salt eats away at our cars, breaks down road surfaces and even kills ornamental trees downwind from our busy highways.

When we consider only the extra automobile expenses and depreciation cost due to salt damage, estimated at \$175 to \$200 per car annually, that \$4.25 for road repairs doesn't look staggering at all.

I think there is ample proof that the ban on studded tires in southern Ontario had a good deal of validity. I don't think you can treat the northern four-fifths of the province in the same way that you treat the southern fifth, for the simple reason you are talking about different driving conditions.

You are talking about different kinds of road surface; you are talking about different

climatic conditions; you are talking about people who, of necessity due to their work, have to drive sometimes 40 to 50 miles to their job in the morning and the same thing at night, under the most adverse conditions. I think that any assistance you can give them to make their driving less hazardous, you should do so.

I am suggesting that you take another look at the ban, particularly in northern Ontario or with cars that are registered in northern Ontario. I realize that with the mobility of people today you are not going to catch everybody. It seems to me that we can make a good case in northern Ontario for allowing studded tires to be used under northern Ontario conditions.

I think there is ample evidence from other jurisdictions, particularly in the State of Minnesota and in Manitoba, where a good many people who of necessity drive to northwestern Ontario, have been discouraged from doing so for the simple reason they don't wish to remove their studs in mid-winter in order to make a trip to Thunder Bay. I have had any number of people who have made inquiries—I don't know; possibly a good many of them have made inquiries from your department—as to whether or not an exemption would be allowed for those who come from another jurisdiction to do business or to come skiing or something like that up in God's country. They are discouraged from doing so because of this ban on studded tires.

Not only are you talking about a different ball game; I think there is an added safety feature. I don't think there is the wear and tear on the highways because most of them are snow and ice covered for a greater period of that portion of the year when studded tires would normally be used.

As a matter of fact, I was looking along a stretch of highway that runs through the town of Nipigon while I was driving to the airport last evening. I couldn't find the centre line. Now that's after a year when the ban has been in effect, so you can't attribute the obliteration of the centre line to the use of studded tires. It's some other thing that's contributing to it.

You can't see the centre line while driving through a goodly portion of Highway 17 in the town of Nipigon. If you are using that as an excuse, I would respectfully urge that you take another look at it and look at northern Ontario and the rigours of driving in northern Ontario as they really are, not on the basis of the damage that it's doing to road surfaces which are bare for the entire year; and not

on the basis that the temperature is similar to what it is in southern Ontario; and not on the basis that you can simulate the kind of driving conditions on northern Ontario roads by conducting a survey on an ice-covered lake.

I am not going to spend a lot of time on it. I hope you aren't so hidebound that you won't take another look at it on the basis of people who have to drive under such extreme and adverse conditions. I think that any assistance you can give to people driving under those conditions, you should do so.

Hon. Mr. Carton: Jack, I won't take the time of the committee and have Malcolm go into the findings again. You are well aware of the findings of the ministry.

I am not hidebound insofar as the studded tire situation is concerned. I said that at the Good Roads convention, and I've said it to anybody who has spoken to me about studded tires. But bear in mind as we go along, that some of the facts we thought were pertinent are bearing out to be just that. I have related the statistics about the 15 per cent fewer accidents. That's throughout the whole of the province on the King's highways.

Another factor leads me to believe it may not be the big problem that some of them tell me or think it is. I had a brief from the northeastern Chamber of Commerce on many matters relating to the Ministry of Transportation and Communications within the past two weeks, and they did not even mention studded tires.

I am still not hidebound on it. I asked specifically for anyone, any member who mentioned it to me, or their chief of police or anybody to get further information to me. I think you always have to have an open mind on these things, particularly where conditions may change.

Mr. Stokes: You have greater access to this information than I have. Will you undertake to do a survey of the number of accidents last winter as opposed to the winter before in what we traditionally refer to as northern Ontario! You, know, you can do anything with figures.

Hon. Mr. Carton: I appreciate that, Jack.

Mr. Stokes: There are many more cars travelling down here in southern Ontario, and I don't know to what one should attribute the decrease in the number of accidents. As it affects northern Ontario, I don't think the accidents are down as a result of your ban on studded tires.

Hon. Mr. Carton: No, I am not saying that they are. I am saying if they had gone up I would have been told—

Mr. Stokes: In fact, I will bet you \$10 that if you do the survey I request you will find that the accidents in northern Ontario are up.

Hon. Mr. Carton: The difficulty, Jack, and I am being very honest with you, when you have a ban—and I have gone into this because this was the first thing that I went into, frankly—is whether or not you can have a different policy for northern Ontario. It would be most difficult to enforce. How would you ever enforce it?

Mr. Stokes: It's a different ball game in the north. You have a weighting factor when it comes to education, because it's a different ball game up there.

Hon. Mr. Carton: No, but, Jack—

Mr. Stokes: We are taking it in the neck in transportation costs. The only thing we had to our advantage in the north was cheaper power because it was based on hydro-generation as opposed to other forms of generation down here. And what did you do? You equalized the cost right across the province! As I say the only advantage we had in northern Ontario you took away from us.

The thing is the people in northern Ontario get a little fed up when you conduct surveys and when you use statistics that are based province-wide as opposed to life as it really is in the north.

All I am asking you to do is look at the north as it really is. If you are going to quote statistics, quote statistics that are applicable to the north and then give us your findings on that basis. If you can prove to me that studded tires contribute to accidents, fine and dandy; that's the last word you'll hear from me.

I used them whenever they were needed and there are very few people in the north who drive more miles under more adverse conditions than I do. Any time you say "Put studded tires on your car," that's what I am going to do, I am going to have studded tires. It has been my experience.

If you want 10,000 names, or 20,000 names to back up what I have said I can get those. I would like you to make a survey on the basis of conditions as they really exist in northern Ontario.

Hon. Mr. Carton: The deputy minister was just mentioning—I'll let him speak because I am not familiar with the various laws in the United States, but Holland banned them this year.

Mr. Stokes: I don't know what the driving conditions are in Holland, I don't know what the climatic conditions are, but I sure as hell know what they are in northern Ontario.

Mr. McNab: If I might—

Mr. Stokes: I could quote Sweden too, and I don't do that.

Hon. Mr. Carton: You always do when it helps.

Mr. McNab: I would say this, you mentioned Minnesota; Minnesota banned them, of course, last year.

Mr. Stokes: And they are thinking about lifting the ban.

Mr. McNab: Well, this may be. Michigan has a bill before the House now for a ban.

West Germany, in the area where the climatic conditions are much the same as ours in the north, has greatly restricted their use as a first move. It's possible that within a relatively short period of time, if you can take the research that's going on in a great number of places now in the United States, too, that any place that has them will be an island.

Mr. Stokes: How many states in the United States actually have a ban on studded tires?

Hon. Mr. Carton: Well, the first—

Mr. Stokes: Is it four out of 50?

Mr. McNab: Just the northern states; now, come on.

Mr. Stokes: You are using the same—

Hon. Mr. Carton: You are doing well, Jack.

Mr. McNab: Northern Michigan and Minnesota are very similar to the climate you would experience in the northwest.

Hon. Mr. Carton: Jack, all I will say is I will keep an open mind on it, truly.

Mr. A. Carruthers (Durham): What about the Dakotas?

Hon. Mr. Carton: The Dakotas?

Mr. Stokes: One final remark with regard to studded tires: I was given some indication

from somebody in the Department of Transportation and Communications that since I do drive considerable mileages in the north in the wintertime, I would have been given a set of those experimental devices to see for myself whether or not they were as advantageous.

Mr. B. Gilbertson (Algoma): You want to get a set of free tires, Jack.

Mr. Jessiman: Favouritism!

Mr. Stokes: I understand that there were several of them distributed—

Mr. Carruthers: How long has this been going on?

Mr. Stokes: —in northern Ontario.

Mr. A. J. Roy (Ottawa East): We'll discuss this in public accounts.

Mr. Stokes: If you are going to convince 250,000 people in northwestern Ontario that you are on the right track, I think you had better convince me, because—

Mr. Armstrong: I would rather try the 249,999!

Mr. Stokes: Give me a set of those experimental studs and if they don't work out I will be the first one to back you up in your claim.

Mr. Armstrong: The things that we were preparing to distribute were sets of plastic polyurethane chains which you put on your car and leave on for the winter. Unfortunately, we received delivery of these and we thought, "Before we give them to people, we will just run them for a few days and see what they are like," because they were a different design physically. They look different from the ones that we had tested the previous winter. And this is what I meant when I said that they were disappointing; they disintegrated and we just didn't think they were worth distributing to anybody.

Mr. Stokes: The thing is if you had made that clear, you would have been half way home. But what you did was you denied me the right to them and you denied me the right to the information, so everybody naturally assumes they were just so good that you didn't want to have any part of them.

Madam Chairman: Thank you, Mr. Stokes. Is that it? Mr. Smith.

Mr. R. S. Smith: Yes, Madam Chairman, I have a few questions in regard to the

Ontario Northland Railroad which I think can come under this section.

Mr. Gilbertson: Madam Chairman, I wanted to speak on studded tires.

Madam Chairman: Well, we can come back to it. I have quite a few speakers, Mr. Gilbertson.

Mr. R. S. Smith: It doesn't really matter. I can wait until you've finished that topic.

Madam Chairman: Do you want to concede then? All right, Mr. Gilbertson, go ahead!

Mr. Gilbertson: Mr. Minister, if I can get your attention, I would like to get a word in on studded tires.

As a member from the north, like Jack Stokes there, I agree with him considerably on studded tires for the northern areas. If you can't see fit to draw a line and say, "Well, if you are north of that, we will allow studded tires,"—if you can't see fit to do that, then there are certain types of emergency units, for instance like Great Lakes Power, Ontario Hydro and Bell Telephone and people who have to get out. It is very important, you know, after a storm, an ice storm and so on, and if they can get along better with studded tires and do their job more efficiently—the same with the Department of Highways, their transportation, and doctors and so on, people that really have to get out. I think that there should be some consideration shown.

Mr. Carruthers: Have you had any complaints from those people? Have you had complaints from Hydro?

Mr. Gilbertson: Yes. I have had these power companies tell me that by all means do whatever you can to see that we can retain studded tires.

Madam Chairman: Mr. Handleman, would you like to make a comment on studded tires?

Mr. Gilbertson: They have to get into difficult places to repair and so on. I would like to have your comments on that, Mr. Minister.

Hon. Mr. Carton: I am sorry, what was the last part of your question?

Mr. Gilbertson: In regard to these power companies and so on and Bell Telephone, that have to get out to make repairs after a storm—if you can't go all the way and let everybody have studded tires who want them up in the north, then at least it should be

the ones that have to get out to make repairs and so on.

Hon. Mr. Carton: Bernt, I appreciate that factor and believe me it is the easiest thing in the world to say "yes," but once you give it to them then why shouldn't ambulances, doctors, country doctors—

Mr. Gilbertson: Right; I agree they should be!

Hon. Mr. Carton: —and ad infinitum. So you may as well not have a policy at all.

Mr. Gilbertson: Well then, don't ban them.

Madam Chairman: Right! Mr. Handleman on studded tires.

Mr. S. B. Handleman (Carleton): Madam Chairman, I wouldn't want the minister to feel that the only people who want studded tires to be either reinstated or at least partially approved are those from northern Ontario.

In eastern Ontario we have the extremes of temperature. We have as many unpaved roads as they have, and that will come up later when we are discussing road construction.

A survey was conducted in my particular riding last year and we had a very good response, over 2,000 replies, in which they were split evenly—49.6 for studded tires, 49.4 against; and then some undecided. And on a further study we found that all of those who favoured studded tires were people who had them and 90 per cent of those who were against them had never tried them.

Another thing I think you should bear in mind if you are keeping an open mind, notwithstanding all the statistics and research—and some of that may be considered to be self-seeking research—that everyone who has had an accident this past winter without studs, who drove previous winters with studs and didn't have an accident, is going to blame it on the ban on studs whether or not your research may indicate otherwise. I think this is going to be a very serious problem as these things accumulate. Year after year there are going to be more people who have accidents without studs—they have driven winters without having accidents, with studs.

I don't think you can force people to buy the kind of car that I drive, which is a front-wheel-drive car with radial-ply tires and I have never used studs. I don't need them and I don't think I ever will, but the modern North American car is given to fish tailing

and everyone who has tried them will insist it was the studs that kept fish tailing to a minimum on icy and snowy roads.

Again, in eastern Ontario, the very conditions under which you claim some effectiveness for studs, that is, 30 degree temperatures, prevail probably more often than they do in northern Ontario.

Certainly we get extremes of temperature. But we get many days, many driving days in the winter when the conditions are ideal for the use of studded tires—that is, temperatures between 25 and 34 degrees.

Again, the unpaved road: There can be no damage to it from studs, and this is what the farmer is using all the time, back and forth from Fitzroy Harbour down to Torbolton—he is using unpaved, unimproved roads and he needs the studs.

I do ask and I plead with you on behalf of the people in my riding to maintain your open mind; accept other jurisdictions' research rather than our own, which as I say can be construed as being self-seeking in that you want to live within your budget and one way of doing that is to reduce the damage to the roads, and the way to reduce the damage to the roads is to ban studs. There is no question about it. I think you can come full circle with that kind of an argument.

Hon. Mr. Carton: Well, we are watching the other jurisdictions and one by one they are banning.

Mr. Handleman: Yes, but I think—

Hon. Mr. Carton: This is one of the factors—it is not self-seeking when they ban them after we do.

Mr. Handleman: Yes, but I think they are using your research. Quite frankly, I would like to know what other—

Hon. Mr. Carton: You are right!

Mr. Handleman: I think so. I would like to find what other research has been done.

I think, using Holland as an example, you know I have been to Holland several times in my life and outside of maybe two to three storms in the winter, and unless they are driving on their frozen canals, they don't need studs in Holland. And to compare west Germany to northern Ontario and say that they are comparable in climate and conditions—

Hon. Mr. Carton: What about Minnesota and Michigan?

Mr. Handleman: Pardon?

Hon. Mr. Carton: What about Minnesota and Michigan?

Mr. Handleman: I grant you that Minnesota is comparable; and perhaps we are going to be unique, along with Minnesota.

Hon. Mr. Carton: Well, I am interested in your figures that you mentioned at the outset—49 per cent, what was it?

Mr. Handleman: As I recall 49.6 out of 2,000 were in favour of retaining studs.

Hon. Mr. Carton: How many returned the questionnaire?

Mr. Handleman: It was 2,000 out of a total of 15,000 questionnaires.

Hon. Mr. Carton: So you have 13,000 people who don't even bother to answer.

Mr. Handleman: Well, that was only one question on the questionnaire.

Mr. Stokes: That is a pretty good return, though.

Mr. Handleman: Yes, I was very pleased with it, Mr. Minister. As a matter of fact, please don't downgrade that kind of return.

Mr. Stokes: If you get about two per cent of one of those, you are doing well.

Mr. Handleman: We did quite well, and that was one of the questions. As a matter of fact it was one of the questions in which there was a very small percentage of undecided. Normally undecideds are 10, 12, 15 per cent, and in this one it was less than three.

Hon. Mr. Carton: So 49 favoured?

Mr. Handleman: It was 49.6 out of those answering favoured the retention of studs. And 49.4—almost an absolute saw-off—were opposed to the retention of studs. But I am saying that those who are in favour have used—

Hon. Mr. Carton: Which side are you supporting?

Mr. Handleman: I am supporting those people who have used studs and swear by them.

Hon. Mr. Carton: The 0.2 per cent you are supporting?

Mr. Handleman: No, I am supporting almost 100 per cent of the people who have used studs and wish to retain them. Those

who have never used them couldn't care less, and obviously they want to keep taxes down, as we all do, so they will oppose studs.

Hon. Mr. Carton: As I have said from the outset, I have an open mind. But why should I change the government policy unless there are factors brought to my attention that demand that it be changed. I just haven't had any brought to my attention that would make me change it.

Mr. Handleman: I think it is the private member who gets the call from a man who says: "I am in a ditch out here. Would you like to get your Minister of Transportation and Communications to come out and get me out?" One day I will call you to do that.

Hon. Mr. Carton: And I will get you to look after my Spadina Expressway problems.

Madam Chairman: Thank you, Mr. Handleman. Now Mr. Smith.

Mr. R. S. Smith: Fine. Now we are all finished with the studded tires!

I had a couple of questions in regard to policy development, and I presume this is the place to bring it up.

Hon. Mr. Carton: It is on the ONR, is it? I was contemplating having Mr. Frith down at a later date. Unless they are rather simple questions which you may want to put through to me; the Ontario Northland, you know, reports through me, but I am not familiar with their—

Mr. R. S. Smith: I don't think these questions have to do with the administration of the railroad. They have to do with the feasibility study that was announced by the government about a year and a half ago in regard to the extension of the ONR line from North Bay into Parry Sound.

First of all, the North-eastern Ontario Chamber of Commerce was told by your predecessor that the study was in progress and that there would be a report forthcoming.

Later on the Minister of Mines at that time (Mr. A. F. Lawrence) indicated that the report would almost be tabled the next day. But since then I have had some difficulty in finding out who is doing the study.

So, since it is a question of transportation, I thought that under policy development and research that this is where we could likely find out what happened to that feasibility study, and just exactly what it said, or what it is proposing to do.

Hon. Mr. Carton: Well there was a meeting recently at Kapuskasing to which a large number of local municipalities sent their Reeves and their mayors. It was at Timmins, the meeting, yes. This related to this matter. I will have Kirk Foley who was at that meeting, and spoke to the mayors and Reeves in that area, speak to this—because Kirk is the one that knows about the subject.

Mr. K. Foley (Economics Branch): The study referred to, sir, is not necessarily related directly and only to an extension of the Ontario Northland to Parry Sound. It relates to a number of questions about the feasibility of lowering freight rates in general in the area and using the extension of the operations of the Ontario Northland to do that.

We are looking currently at five, what we call extensions; that doesn't necessarily mean they are extensions. As I indicated to the people in Timmins, a number of these relate to extending to Great Lakes ports to enlarge the competitive cycle in that area.

One of them relates to moving across from Cochrane to Hearst, and then south from the Algoma Central Railway to Sault Ste. Marie. We are looking at the feasibility of establishing running rights on those operations.

A second one relates to the movement of commodities from North Bay to Toronto, using the running rights of the CNR. That doesn't look to be a very feasible operation, mainly because very little from the north moves to Toronto. It is not a major market, except for lumber, and that is not really a rail-oriented movement.

But there are two other extensions we are looking at. One is at a Georgian Bay port. Parry Sound has a great deal of difficulty with it, because of its depth and the rockiness of the coast right off the port. The problem of enlarging that port facility to include the kinds of ships you need for that area, and for the kind of economics you require, doesn't look too feasible. So there are a number of other Georgian Bay ports being looked at.

A fifth alternative—those two or three areas encompass four of the alternatives we are looking at—involves moving from Timmins with a new line to Sault Ste. Marie. The basic objective of this is to look at the level of competition in the freight rate structure to see whether we can do anything, using the Ontario Northland, to enlarge the level of

competition and put the pressure on freight rates.

One of the problems you will find is that the Ontario Northland gives virtually 85 per cent of its traffic to other railways for completion of delivery. By doing this it loses control of the freight rates to a large extent, and in order to enlarge its capability to carry more of the products through, whether it is to a Great Lakes port or to a final destination farther on, we are looking at these kind of routings to see what we can achieve in terms of lower freight rates. That is what was related to the people at Timmins a couple of weeks ago.

Mr. R. S. Smith: That is altogether different from what has been indicated in the past, and this is the point I have tried to make, that it is time people were told in a straightforward way where these things stand. I think you have done that now, but for some months everybody has been waiting for the completion of the feasibility study announced by your predecessor and by the then Minister of Mines, who indicated it was forthcoming within a very few weeks.

Of course, he may have had some other reasons for saying that at that time, but I think the people do require some definite answers in regard to that matter.

Perhaps I could be told when a completion date could be expected for the encompassing study that has been described here.

Mr. Foley: Two weeks ago in Timmins they asked some questions and I replied that I hoped to have a draft within 30 days and a final report within 60 days.

Mr. R. S. Smith: That's fine. I have a couple of other questions on the ONR, particularly in regard to the commission itself. Is this the place to ask those? They are not of concern to Mr. Frith; they are a matter of government policy.

Hon. Mr. Carton: I'll have to take them and see what I can come up with.

Mr. R. S. Smith: As I understand it, three or four of the appointments to the commission will terminate within the next few weeks. At least, the periods of time will terminate; although they may be extended.

Is there going to be a change in the makeup of the commission to allow for more representative representation on that commission? By that I mean a greater cross-section of the people in the northeastern part of the province which the line now serves. I think it

has been weighted over the years to a certain small group in the area who represent only a very small group. I think the trade union movement has been excluded, and appointments from the business section of the north have not been made on any type of basis that gives representation by chambers of commerce. I don't say that there are not businessmen on there but they don't specifically represent a broad area of the business across that part of the province.

As a result of the type of representation we have had, the commission has not been able to have a good overlook at the requirements of the whole of northeastern Ontario. I am sure the minister won't disagree with me that in that part of the province, since the Ontario Northland controls all transportation, including highway transport, it is the development road of that part of the province.

I believe that because of the representation on our commission over the years, the ability of it to have a proper input to the requirements of the area has been negated by the type of appointment that has been made in the past.

I would ask the minister if he is aware of the appointments that will be made in the next three or four weeks.

Hon. Mr. Carton: No, I wasn't aware of the terminations, to be honest with you; but are you suggesting that in the past the operations of the ONR have not been that good because of the membership of the commission?

Mr. R. S. Smith: I think the outlook of the commission has not been progressive in so far as it being the development road of northeastern Ontario.

I think there has been too much emphasis put on the fact that the line should break even, or make a profit, and I don't look at the Ontario Northland Railway as that type of business. I think it's a government development road, and I think that's its main purpose. I realize that for years it did lose money, primarily out of the contracts that it has for the movement of iron ore that were just developed in the last four or five years. And I believe that now, since it is making money, that money should be spent back in the northern part of the province.

It's really another method of tax on the resource-based industries, and I believe that money should be placed back into development of the north, and under the present outlook of the commission I don't think this would be the case.

Hon. Mr. Carton: Well, I've been sort of doing a study on the financial situation relating to the ONR, and you know they're not just a railway, there's the communications. And as to finding out where they may be losing money—Kirk, you could possibly advise the committee—they could be losing money on their railroad operations and making it on their communications operation. But be that as it may, I would not take issue with you, or with Mr. Stokes on the point. In other words I'm agreeing with you on the point that this should be a development railroad.

Mr. R. S. Smith: Well, I should hope that the new appointments to the commission will reflect that.

Mr. MacBeth: Perhaps some developers!

Madam Chairman: Mr. Eaton is next.

Mr. Stokes: I would like to get in on the telecommunications aspect—

Madam Chairman: Excuse me, Mr. Stokes; Mr. Eaton is the next speaker.

Mr. Stokes: On the ONR?

Madam Chairman: Are you proceeding? Oh, I'm sorry.

Mr. Stokes: I would like to get in on the telecommunications aspect of this operation. It is, I think, by far the most lucrative operation that the Ontario government has—outside of its liquor outlets. And it seems to me that you could be providing a service.

Now, I'm not speaking with any conviction or authority concerning the lack of telecommunications in northeastern Ontario; frankly, I don't know. But in northwestern Ontario where we lack telephone services, where we lack radio, where we lack television, I'm asking you, in line with your new policy on communications, is there any way in which you can use existing facilities in northeastern Ontario for an extension of services into other parts of northern Ontario to bring these badly needed services to people who don't have them at the present time?

Every time we go to Bell Canada and ask for an extension of services, whether it be radio telephones, or whether we go to the CBC to ask them for; something as ordinary as radio reception—in a good many areas in northern Ontario we don't even have radio reception, let alone television or telephones—of course, they say: "Well, we're going to start flying these satellites and all we have to do is get somebody with a few million

dollars to put a receiver station in and your worries are all over”.

Well I'm wondering, in the research that you do into telecommunications, is there any way in which you can utilize existing facilities in northeastern Ontario to bring these badly needed services to people in areas where they're non-existent at the present time?

Hon. Mr. Carton: Well Jack, as you know from what I've stated previously in the Legislature, our main thrust has been toward developing a communications policy for this government. Until about a month or six weeks ago the staff totalled about two or three individuals. But notwithstanding that, perhaps Mr. Rathbun could answer Mr. Stokes' question about using the existing facilities in the north?

Mr. W. A. Rathbun (Director of Communications, Policy Development Division): The possibilities of using any of the facilities associated with the government of Ontario are always there, the Ontario Northland Communications being one of the operating agencies which is at the command of the government of Ontario.

It is under consideration. It is really the responsibility of the commission to develop its policy with the guidance of this ministry. There certainly is a great deal of attention being given to the needs of the people along the CNR line and north through the Patricias, as to what kinds of communications they do need. That is ranging from straight telephone service, basic telephone service, to broadcast reception, whether it is radio, FM radio, television and so on.

You raise the question of Telsat. That is a large question which is before the government, this ministry and the ONR as to what effective use could be made of that means of communications for the furthest north part of Ontario. Telsat is actually a communications satellite organized to provide services for the far north of Canada, much more so than the Province of Ontario. We are really kind of deep south, even at the Hudson Bay part of Ontario, insofar as Telsat is concerned.

We are looking at all of these things up there, Mr. Stokes. There are no answers at the moment. There are many agencies, most of them federal agencies, which are operating in the part of the province that you are referring to and providing communications facilities or thinking about it. The CBC has new policies it is talking about coming up with; we have not learned what they are.

Mr. Stokes: I am really talking about the people who are, in fact, in limbo.

Mr. Rathbun: Yes.

Mr. Stokes: They are not far enough south to be covered, and they are not far enough north to be served by the areas that are most likely to be served by this Telsat.

Mr. Rathbun: We are very conscious of the gulf which is in that area.

Mr. Stokes: As I say, these people are in limbo and it is my responsibility to speak on their behalf.

It seems to me that it is a lucrative operation. It can be used as a tool to bring services to people in areas where services are very poor or non-existent. When your minister says there are only about two people in your department concerning themselves with this—

Hon. Mr. Carton: No, the staff started—about a year ago, Bill?

Mr. Rathbun: Yes sir!

Hon. Mr. Carton: On the communications aspect and they have hired now—

Mr. Stokes: And you have a complement of two?

Hon. Mr. Carton: No, we did have. We hired about another 10 or 11. Bill, what was—

Mr. Rathbun: Yes, we will have on staff, by July 1, about 15 people.

In the area that you are talking about there are also the resources of the Ontario Northland Communications, on which we are in fact drawing for advice on many of the questions you were asking.

Mr. Stokes: The reason I raise it is because in the Design for Development, both for northeastern and northwestern Ontario, one of the things that came through loud and clear was the lack of an adequate transportation and communications network, particularly in northern Ontario. I am wondering if you are going to take this into consideration? As I say it was one of the prime recommendations from those two documents.

It seems to me if you are going to come to grips with all of the problems the people are faced with in the north and the feeling of alienation they get—people, say in the Patricia area, if they get radio at all, it is oriented toward either the United States, because of

the power of their stations, or toward Manitoba. Many of them have a much greater affinity to Manitoba and other jurisdictions than they do to our own capital down here. I think it is very sad, if they aren't able to find out what is going on in the seat of government on a daily basis through normal means. It takes them anywhere from a week to 10 days to get a newspaper. If they can't hear it over the airwaves they haven't any sense of what is going on down here at all.

Mr. MacBeth: They are probably better off.

Mr. Gilbertson: Peace and quietness!

Hon. Mr. Carton: Jack, this is one area we are vitally concerned about and are looking at. I think with the additional complement we've taken on, and the new personnel are quite expert in their field, I am hopeful that we can make a big dent in that.

Mr. Stokes: I wonder if the new vice-chairman of the Ontario Northland would like to take this opportunity to make a brief statement as to what he sees for the growth of that great tool for development in the north?

Hon. Mr. Carton: One of the government policies is the minister speaks and the minister speaks alone.

Mr. Stokes: Oh, I see!

Madam Chairman: Mr. Eaton?

Mr. Eaton: My question has to do with the research on road surface. I guess we are more fortunate than the members from the east and the north here in that we can still see it 90 per cent of the time in the winter.

I understand some work has been done on using recycled and ground glass in road surfaces. Do you have any report on that research? Is the research continuing in that field?

Mr. Armstrong: This idea which has been developed to use crushed glass in asphaltic concrete has achieved a lot of publicity and a lot of attention has been drawn to it, but really it is not one of the ways to make the best asphaltic concrete. It may be a way of getting rid of glass, but it doesn't do a lot for the asphaltic concrete. I think that is just about all that—

Mr. Eaton: So the results haven't been particularly good, and you are not continuing any research in that field?

Mr. Armstrong: No, we are not. There were some test sections laid in Metropolitan Toronto and we are keeping an eye on what happens on these sections. But it doesn't seem to us to deserve a lot of effort on our part.

Mr. Stokes: That is twice I have heard that. We are seeing what is happening in other jurisdictions throughout the world and in Scarborough. It seems to me that a ministry that spends \$593 million can afford to be a little bit innovative—try new things on your own.

Mr. Armstrong: There is still a limit.

Mr. Stokes: Don't wait for Scarborough to take over.

Mr. Armstrong: We are doing a great many things on our own; and in each of these cases where we have mentioned that we are watching the progress of other tests, we too are involved in those tests. Our people were engaged with the Metro authority in designing the mix, in helping to lay it, in observing the results; but we don't feel that it justifies us doing exactly the same thing.

Mr. Eaton: This raises another question I would like to ask. Just how much of that \$2,758,000 is spent on research? What research programmes are being financially supported in the department?

Hon. Mr. Carton: We have a list of them, Bob. I may say that I had dinner this evening with an impartial group who were very knowledgeable. They tell me that this ministry is the finest on the continent as far as roads are concerned, so I must defend them on it.

Mr. Eaton: They haven't been in our area.

Hon. Mr. Carton: That is a fact.

Mr. MacBeth: Is that since the present minister took over?

Mr. Stokes: That is for travelling expenses, you know, so people here can find out what is going on in other jurisdictions.

Hon. Mr. Carton: Can we hold that for a second, Bob?

Madam Chairman: He is just looking for some material, Mr. Young?

Mr. Young: Madam Chairman, this afternoon I raised a question about the innovative

procedures that are taking place in transportation. It may be that this is the place, under policy development research, that we ought to discuss this. I mention a couple of things like the California steam bus project that was being supported by the federal government in Washington, and the tracked air cushion research vehicle that was recently unveiled in Bethpage, New York; and all the devices that were on view in Transpo, which some of us read about but didn't see.

Then we have the Prime Minister of this province (Mr. Davis) saying on March 29 that in Ontario we are in the vanguard of this trend toward a balance in transportation. He goes on to say that we are doing quite a lot here in this province. He says too on February 22, in one of his speeches, that a planned experimental project to test the most promising new modes of transit that are either in the trial run stage in various parts of the world or about ready for practical evaluation. He also says there is a planned experimental project in Ontario. I don't know where this is or what he is talking about, but these are things that are in the wind.

As I indicated this afternoon, I think members of this committee would very much like to hear about all these methods for moving people and goods that are in the works. We don't know how far advanced they are; that is, the laymen in this group. I presume the experts do have some idea.

I think they have a real bearing on the kind of transport systems that we can expect to be established here in Ontario.

As I indicated this afternoon, it may be that part of the delay—and this has been hinted at—in building such things as the Spadina rapid transit line, may be because in a year or so we are going to have new modes of transit, making the present type of subway train obsolete. I wonder if we might discuss this and get some information on it?

Hon. Mr. Carton: Madam Chairman, in addition to other alternatives, which will be tested from time to time, there is a major demonstration experiment taking place down at the Canadian National Exhibition grounds. It will run about a distance of two miles. It is a closed track and it will encompass and touch, for example, one of the parking stations. It will cross Lakeshore Blvd. to Ontario Place. It will connect up with the TTC streetcar terminal at the CNE and so on.

There were tenders submitted. There were supposed to be nine companies; actually eight submitted their tenders. These are

presently being evaluated. By Aug. 1 they will have been narrowed down to three. Then there will be further evaluations made to bring this down to the system that will be tested as an experiment at the Exhibition grounds.

The target date for having this constructed will be in the fall 1974. It would run through the winter and be put through several tests, using sandbags and this kind of thing for going round curves, and so on. And then there will be people usage when Ontario Place opens up in the spring of 1975.

I would point out that it is just one of the experiments taking place—the major one, incidentally. There are others that are being considered as well. If you want anything more sophisticated—because I am not an engineer; that is my layman's language of what is taking place at the Exhibition—perhaps Malcolm Armstrong can give you more details.

Mr. Young: This particular experiment, though, will not be in time. That is, we can't delay other rapid transit lines to see what happens here. For example we can't say that the Spadina rapid transit can wait.

Hon. Mr. Carton: I was very careful to point out that there were other alternatives, in addition. For example, we have no idea what kind of a system it might be at the Exhibition. But one of the groups submitted a tender for the magnetic levitation system; and another was for air cushion vehicles—TACV. But in addition to that, there are other modes that have been looked at as well.

All I am saying is that we are relating a schedule to the major demonstrations that will take place; setting a timetable. But there are other modes I am looking at as well, which may be not quite as distant in the future.

Mr. Young: But does this mean we are going to have to wait for these other rapid transit facilities to go in to learn from these experiments? If we do, then we are delaying another decade.

Hon. Mr. Carton: No, there are certain systems that are maybe five years away. There are certain systems that are a year away. There are certain systems that are 10 years away. So you just don't put your confidence in any one of them. You experiment with them all. That is precisely what is being done.

That was why I was very careful to say that in addition to other alternatives about which we are quite excited, this is the major experiment that will be taking place with whatever system is chosen down there.

Mr. Young: Well, I come back to my fundamental question: Does this mean that part of the delay on the Spadina rapid transit, for example, is because of the hope there will be a breakthrough and that trains will not have to be used as we have them in the other transit systems?

Hon. Mr. Carton: No, the delay on the Spadina subway portion, as I related this afternoon, was because of the hearings and the delay in Metro going ahead and using the alignment. The province is prepared. It is willing, ready and able to go ahead after they have chosen the alignment. But it is up to Metro to choose the alignment. Once that is done and in fact—

Mr. Young: Technology has nothing to do with it.

Hon. Mr. Carton: No, and in fact, as the member for York-Forest Hill mentioned this afternoon, we have already allocated \$1.5 million, I believe, so the design can get under way for the Wilson Avenue start. Therefore, that is not why there has been a delay.

Mr. Young: But is it the hope that these others then may serve in new areas where rapid transit will be needed within the next 10 years, say, and that these other modes will fill in these places?

Hon. Mr. Carton: There are other areas—

Mr. Young: I'm thinking also of other cities in the province.

Hon. Mr. Carton: Yes, and there are other areas in Metropolitan Toronto. We are not just geared to the Spadina Expressway corridor.

Mr. Young: The new airport, for example.

Hon. Mr. Carton: Well, there is another corridor a little farther to the west of the area you were talking about; and the mode of travel on the Don Valley corridor is not going to be sufficient in the not too distant future. Thus, there are other areas that we are concerned about. In addition, there are other cities, the intermediate-capacity transit cities which we are concerned about as well.

Mr. Young: But are there any modes more promising than others that your staff knows about and is excited about, coming out of Transpo or something like that?

Hon. Mr. Carton: Yes, we are excited about certain of the modes. I am hoping that in the very near future—

Mr. Young: But you are not committing yourself, Mr. Minister.

Hon. Mr. Carton: I am not committing myself, but I feel confident, let's put it that way, that in the future we will have a selection.

Madam Chairman: Do you have the material now for Mr. Eaton?

Hon. Mr. Carton: Have you got the answer now for Mr. Eaton, please? That was on the ground—

Mr. Eaton: On the ongoing research programmes; you said you had a list of them.

Mr. Armstrong: Of the amount that's stated in item 8 as being the estimate for 1972-1973 for policy development and research, \$2,758,000, the proportion of this which is the estimated expenditure on research directly is \$1,426,000.

This is tentatively the budget for the research division in the department. It includes direct expenditures on our own projects; it covers expenditures on this intermediate-capacity transit evaluation project. It covers the expenditures at the universities under what used to be called the Ontario joint highway research programme.

As for listing all of the projects we have in hand, I could perhaps mention some of them. We dealt with some of them earlier tonight.

There is the stud programme and the whole effort that is being applied to this intermediate-capacity research, which covers components which make up these new vehicles and new systems; and the evaluation from a systems point of view as well as the technological point of view, which is absorbing a very great proportion of our efforts.

Another large group of projects is concerned with the materials and engineering activities of the department, the development of improvements in materials that are used by the department in the construction of roads and structures.

There is a special allocation of effort to structural research, to developing methods

that are sorely needed for the structural evaluation of existing structures. You can appreciate, perhaps, that the actual load-carrying capacity of a structure is not necessarily the load for which it was designed or the figure that was used in the design of the structure. The deputy indicates that this is enough, so I hope this is some indication to you of the scope of our activities.

Mr. Eaton: If I could ask one further question on the research: Is there any research being done on the use of other chemicals, or such, on the roads in icy conditions? I seem to notice this year an awful lot of kill of the evergreens along the highways. Can this be involved with the use of salt, or is there any research being done on other chemicals being used?

Hon. Mr. Carton: I think I can probably answer that more shortly; because he knows so much, that's the reason. On the salt, they did tests some three or four or five years ago with salt and also salt with inhibitors and substitutes. To get a proper substitute would cost about \$225 a ton—which is urea; that's the substitute—and salt's about \$14 or \$15 a ton. Again, to our knowledge, no jurisdiction in the world has come up with a better substitute than salt.

Mr. Eaton: What about the kill along the roads and the amount of evergreens that seem to be dead? Any reason for this?

Hon. Mr. Carton: Is it just this year you're talking about, Bob, or—

Mr. Eaton: It seems to be more noticeable this year than it has been.

Hon. Mr. Carton: Because it was a bad winter for ice, I suppose. As a matter of fact, this matter was discussed recently at a meeting, and I understand from the Minister of Agriculture and Food (Mr. Stewart) that there were possibly three or four people who claim that there had been damage—and that was not to our ministry. So I certainly haven't had any complaints in any number that I know of.

Mr. Handleman: Madam Chairman, before we leave the point that Mr. Young was raising; unless somebody wanted to speak on that, I would like to.

Mr. Minister, I wonder if you could let us know whether or not the research that's being done in rapid transit is extended not only to forms of rapid transit but to their application? For example, the only place that

has mechanical rapid transit in Ontario is the city of Toronto, and presumably this is because of population density. But the spirit of Spadina—which we accept, I think, in most places in Ontario outside of certain parts of Metro Toronto—indicates that rapid transit should replace cars. At the same time we put pressures on you to build highways.

Then we get around to the other end of the circle where they tell us: "Well, your cities aren't large enough for rapid transit."

I'm just wondering whether the research which is being taken is looking for different forms of rapid transit which can be applied to smaller population centres?

Hon. Mr. Carton: Well, this demonstration down at the exhibition is for intermediate transit.

Mr. Handleman: It could be applied to a smaller centre? Specifically, I'm thinking about Ottawa and suburbs.

Hon. Mr. Carton: Right.

Madam Chairman: Mr. Roy is next.

Mr. Roy: Well, I can continue, Madam Chairman, on the same point. Did you have anybody, Mr. Minister, at this Transpo thing?

Hon. Mr. Carton: Yes. Some of my ministry went down; for the technical advice I went along.

Mr. Roy: You went along?

Hon. Mr. Carton: I was there at Transpo and six or seven of my senior officials were with me. We spent two days there.

Mr. Roy: There was a very interesting form of transportation outlined by private enterprise at Transpo. I find it ironic—talking to something that Mr. Handleman has mentioned—that in many of these municipalities, at least in the Ottawa area, action groups are starting to have more and more say in what is going on in the community. Of course, in so doing they're saying, "Well, you're not going to put an expressway across our street," or our front lawn and this type of thing. So everybody's turning to the area of public transportation.

They've certainly been given some hope in that area since your decision on Spadina and they're waiting anxiously for some guidelines in this area from your department and from this government. I think it's very difficult for them to take any sort of initiative, especially when you get intermediate-sized cities,

like for instance Ottawa, where obviously they can't afford to put in subways. And so they start discussing things like some of the communication that Ford was talking about, this type of—

Hon. Mr. Carton: This is the main thing, we are not just talking subways, we are talking urban transit.

Mr. Roy: Yes.

Hon. Mr. Carton: This has been our main thrust for the past year; it's urban transit, not just subways.

Mr. Roy: But you see they are waiting for some sort of direction; because they don't have the finances, they don't have the facilities to start testing this type of equipment.

Hon. Mr. Carton: That's right.

Mr. Roy: I noticed in Mr. Handleman's riding, the reeve was down in Regina looking at a sort of dial-a-bus system. Has there been any experimentation in that area in your department?

Hon. Mr. Carton: We have one in Bay Ridges, the dial-a-bus system, and it's working quite well. All these matters are being gone into by the ministry. This is the purpose of going down to Transpo, not just for Metro Toronto, it's for the whole of the province; and every experiment that is carried on will benefit the other cities as well as Metro Toronto.

Mr. Roy: But the point I want to emphasize, Mr. Minister—and I know that you are, like I am, relatively new in your portfolio—is that there was a momentous decision there, Spadina; and people are really expecting some alternative, and sort of soon.

Hon. Mr. Carton: Their confidence is well placed.

Mr. Roy: I hope so. I hope for their sake it is. But I think there is some urgency in that, not only the fact that you've given them hope at this end but because more and more people in all communities are starting to look in that direction.

Hon. Mr. Carton: Right; but bear in mind that there are many factors that have contributed to what is going on at such things as Transpo. You would never have had a Transpo five years ago. It is the problems that have been created in urban transportation throughout the world that have zeroed

in all these large companies—Ford are now into it, General Motors—all the big people are now going into urban transit. Once you get companies of that calibre and that size, and the very large European companies, going into urban transit and trying to solve the problems; but then as Mr. Young or somebody said this afternoon, we can put a man on the moon but we can't solve urban transit. I say we can, but the fact of the matter is they have not tried to solve the urban transit problem until now. Now that they are all zeroing in on it I am quite confident that the expected results will be forthcoming.

Mr. Roy: Thank you.

There is one further point I wanted to mention, Madam Chairman, and I suppose I might be ruled out of order, but I am just trying to think where I am going to fit this in here in these complex estimates.

Madam Chairman: We had a sheet passed around this afternoon. I expect you haven't got one.

Mr. Roy: I was up in the other estimates.

Madam Chairman: We are staying pretty well to a schedule of what's within each vote.

Hon. Mr. Carton: What is the topic?

Mr. Roy: The topic, Mr. Minister, is Highway 417. I don't want to discuss the construction of this because you have allotted all the—

Hon. Mr. Carton: Well it will be under construction, because it will be planning or construction or whatever, so it will come under vote 1903.

Mr. Roy: It's not under development and research?

Hon. Mr. Carton: No, it's under vote 1903.

Mr. Roy: I was just wondering if your research had seen why there were so many accidents there?

Hon. Mr. Carton: That will come up under vote 1903.

Mr. Roy: Vote 1903? Okay!

Madam Chairman: Mr. Nuttall just wanted to raise a question.

Mr. W. J. Nuttall (Frontenac-Addington): Just one question, Madam Chairman, to the minister on research. They have more or less done away with cement for macadamized

roads, or it seems that we are going to that. Is there any reason?

Hon. Mr. Carton: Well cement is going down somewhat, and I am sure that my ministry can tell you the reasons for this. I suppose, quite frankly, it relates to costs. They can correct me if I am wrong, but I know that over the past 30 years there has been an increase in the asphalt and a decrease in the concrete. Again, as I say, perhaps the deputy can tell us, I think it relates to costs.

Mr. MacNab: The problem we have with the construction of concrete roads is that we are getting to the point now of a great deal of reconstruction of existing roads; and our problem is if you are going to consider concrete, then you have to maintain traffic at the same time. We haven't been able to successfully find a way where we could maintain traffic on a two-lane highway constructed of concrete without having a detour along the entire length.

The thing that determines really, basically, whether we construct with concrete or asphalt on our expressways or any other new roads is purely one of economics. If we are into an area where there is a great scarcity of gravel, we are almost forced to go into concrete, because it doesn't require the same depth of gravel to get the strength in the road. However, if we are in an area where there is no shortage of good sub-grade material, then we will go for asphalt. Those are basically the rules of the game.

Madam Chairman: So, is item 8 carried?

Mr. Young: No, Madam Chairman, there are a couple of things in this vote I still want to ask about; policy development and research.

This afternoon, again, I mentioned the bus lane which is being experimented with in the United States. I believe we were told last year that this is being looked at in the Canadian cities and I wondered whether there is any progress here on experimentation with the bus using one lane out in the morning and one in the evening, and that sort of thing, for rapid transit bus service?

Mr. McNab: Generally speaking, Mr. Young, the utilization of an exclusive bus lane would be in Metropolitan Toronto or some other city; where this is a metro or municipal responsibility, the roads are under their control. It hasn't really any application, to any great extent, on our King's highways.

Metropolitan Toronto is experimenting with an exclusive bus lane on Eglinton Avenue; I believe the necessary bylaws and what not have been completed and they are to go into operation, I believe, very shortly. There are a number of problems inherent in this, in the movement of traffic within the city. I think you will see much more of it in the future.

Mr. Young: Well, of course, in Metro Toronto one can see the need, and I suppose the jurisdiction is there, but it seems to me the province itself ought to be giving some lead here in the whole concept, that is all.

Mr. McNab: Well, we are, from the standpoint of research and study, within, say, Metropolitan Toronto itself. We have this joint technical committee who have recently examined possible ways of moving traffic faster, among which are one-way systems and exclusive bus lanes.

They have given an indication in their report that they are encountering a number of difficulties in establishing this in the city environment, but I think there is going to be continuous study in this to try to introduce more of this within the Metropolitan Toronto area.

But you can see, sir, that it is something that is almost exclusively a facility for Metropolitan Toronto and not so much with our King's highways, although we are working in the planning phases with these people.

Mr. Young: It may well be, except—I am thinking of an area of where traffic is coming in along the Lakeshore. We have our GO Transit but it might be supplemented by bus services, that's inter-municipal services. Or coming in on Highway 7, or coming in from some of the areas outside, the thickly settled areas outside Metro where people come into work and go out to go home at night. Now this might work both east and west, as a supplement to the GO transit line; it might work north and south or any direction we might choose. The grid system of streets in Metro Toronto perhaps makes it a little difficult, but these are things in which it seems to me this department should be giving real study and leadership.

Now the other thing, Madam Chairman, that I wanted to ask the minister about was the matter of research in filters on motor cars. I raised this matter in the Department of the Environment, I raised it a year ago here, and this is the only reason I raise it

now, Mr. Minister. I have been told that this is a matter for this department or that department, I am not sure which, but let me just quote from Hansard of last year.

I am not going to give the case for it, but one of the problems that we face in polluted air from automobiles is the paper filter we have today. A lot of people seem to think that as the filter gets dirtier, then of course we get dirtier air all the time. We don't know just when to change those cartridges, and if we have them too dirty then the problem is there.

The old filters were made with an oil bath where the air came through the oil. It wasn't a very paying proposition for the industry, but it effectively cleaned the air. You could pretty well tell when the oil needed changing, and it was changed as a matter of routine when oil changes took place in the motor car.

I raised the matter last year and it is all there in Hansard. I am not going to repeat it. But again, the Hon. Mr. MacNaughton—this is on page S-1581—said:

I think I am safe in assuming that every type of research that will make any type of improvement as far as emissions are concerned is being very vigorously pursued.

Then Mr. A. T. C. McNab, deputy minister:

I can say yes on this whole aspect of mechanical research insofar as today's conditions are concerned, and particularly as they affect air pollution we have been into it to a small extent. This is one of the things we hope to attain, and you will see on our organization chart of the combined establishment, much greater emphasis on these mechanical devices and the efficiency of motor cars, particularly as it affects pollution.

I have had meetings in this regard with Mr. Thatcher in the Department of Energy and Resources Management [I guess it is Environment now] but in short, we have been into it to a very small extent. We intend to intensify this and recruit people to get into this field much more than we have in the past.

There was a feeling here, a sort of semi-commitment, that is not here in Hansard, that this matter would be carefully studied over the next period of time. I just wondered what progress, if any, has been made in this department, because I think it does have a very great bearing on the quality of air that is on our highways and the emissions that the motor cars spill out into the atmosphere. I just wondered whether this progress has been made that the deputy minister mentioned?

Mr. McNab: Insofar as our own in-house research on this is concerned, what I had

reference to there was a role I thought we were possibly going to play. This is a matter for the Department of the Environment. But insofar as our own fleet is concerned, we are very conscious of the emission of our own vehicles and have installed machines in all our garages whereby we can test the emissions coming from the vehicles.

By tuning them up, by the installation of proper filters and what not, we can get a minimum amount of emission. Quite frankly, in the total area—and it isn't a case of trying to pass this off on to anybody else—but at that time when we had our estimates before, this matter looked as if it was going to be in our area. I guessed wrong, sir.

Mr. Young: Now you have to start all over again.

Mr. McNab: No, I don't think so.

Mr. Young: It seems to me, Madam Chairman, to be a very difficult thing to get any information in this field. Experimentation, for some reason or other, seems to be blocked.

What kind of filters are most efficient, and whose job is it to find out? The Department of the Environment is perhaps the one. But who is going to push them into it? I don't know. I raised this question with them and there seemed to be a commitment from the minister that something might happen. I raised it today because of our discussion last year in this department.

Mr. McNab: But what we have imposed on us in this province—and I don't say that in a derogatory sort of way—is that our motor vehicles are international in their extent and we are but one small province, you might say, carrying on, as you are suggesting, total research that seems to be much beyond our responsibilities.

Mr. Stokes: Better to light one little light than to curse the dark.

Mr. Young: It seems to me, Mr. Minister, through you, Madam Chairman, to the minister—

Hon. Mr. Carton: Save that one. That is a good one to end the quote on, Jack.

Mr. Young: Experiments of this kind could very well be carried on in a province. You are talking about other kinds of experiments that are going on here; and the same experiments

are really going on in many other jurisdictions and you are co-operating with those jurisdictions in these things. But surely somebody needs some pushing somewhere in this field particularly.

You notice some names of people who have become very vociferous is this whole field, saying that the paper filter is nothing but a profit-maker for the automobile industry, that it is inefficient and has created a great deal of the pollution in our air in the cities, and that the oil bath would solve a lot of this problem.

Who knows? I don't know; and nobody knows because nobody seems to be willing to undertake that simple kind of experiment.

Mr. McNab: Well isn't the oil bath filter something to protect your motor?

An hon. member: As well as clean the air; but you protect your motor by cleaning the air—

Mr. Foley: The clean air coming in.

Mr. McNab: No; this cleans the air coming in, sure, but it is the air going out that you are concerned about. That doesn't go through your oil bath.

Mr. Young: Well, if the air is perfectly clean coming into your motor, it is going to be clean going out.

Interjections by hon. members.

Mr. Young: I am sorry I didn't mean it that way. You are going to get better combustion, this is my point. If your paper filter is clogged you get very poor combustion because you don't get the clean air coming into your motor.

Of course there is no question that the air going out of your motor is different from the air coming in. But it is a matter of efficient combustion, so it is a matter of getting clean air. If you get a clogged filter, you don't get efficient combustion in your motor. That is the point.

Who is going to initiate this? Will this province, the leading province in Canada, push the federal government into this kind of experimentation? Will this department or the Ministry of the Environment say to the federal government: "Now this is a field we want to know more about. We are interested

in clean air and efficient operation of motor vehicles."

Because if you get a choked motor vehicle—a choked engine with choked air—then you get inefficient combustion and very bad results at the other end.

Hon. Mr. Carton: In all fairness, I don't see this coming under our ministry, but I will pass it on to what I think is the appropriate ministry.

Mr. Young: All right. I am closing out last year's discussion, Mr. Minister.

Mr. H. C. Parrott (Oxford): I think a point was made there, too, that perhaps the role of government was to establish the standards—

Hon. Mr. Carton: Well, that is what the United States is doing—

Mr. Parrott: —and let private industry establish the methods of research and do the research so that these emissions would be controlled. Our role was primarily one of establishing standards. I think that point was made in the other ministry and doesn't need to be made again.

Hon. Mr. Carton: I wasn't there!

Mr. McBeth: Item 8, Madam Chairman.

Madam Chairman: Item 8 carried?

Mr. Stokes: One minute.

Madam Chairman: One minute to adjournment!

Mr. Stokes: Okay, I will take 30 seconds of it.

What research have you done at all to indicate that a transportation system does in fact act as a stimulus for development? Have you done anything in that regard?

Madam Chairman: Everything.

Hon. Mr. Carton: This is a continual thing, Jack. Frankly, I don't think there is any doubt of it.

Mr. Stokes: You are convinced—

Hon. Mr. Carton: If I got your question correctly—

Mr. Stokes: You are convinced that it does.

Hon. Mr. Carton: —that a transportation network helps economic growth?

Mr. Stokes: Yes.

Mr. Jessiman: Well, I'd like to thank you very much, Mr. Minister and Madam Chairman, for the order that was placed in my riding a week ago to the Canada Car of the employment of some 225 people for 2½ years from purchases of GO transit. All I can say to you, sir, is extend it as fast as you can.

Hon. Mr. Carton: What Jack means is something a little more—thank you, Jimmy—what Jack means is something a lot broader in its aspect, Jack, and I don't think there is any doubt of it, quite frankly.

Madam Chairman: Item 8 is carried. Thank you.

Vote 1901 agreed to.

The committee adjourned at 10:30 o'clock, p.m.

CONTENTS

Monday, June 12, 1972

Ministry administration programme, concluded	S-1177
Adjournment	S-1206

S-40



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications

Chairman: Mrs. M. Scrivener

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Tuesday, June 13, 1972

Afternoon Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



10

CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

TUESDAY, JUNE 13, 1972

The committee met at 3.25 o'clock, p.m., in committee room No. 1; Mrs. M. Scrivener in the chair.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS (continued)

On vote 1902:

Madam Chairman: Good day, Mr. Minister, and gentlemen. We will come to order, and the item we are discussing this afternoon is vote 1902, starting with item 1 on page 242 in your budget book.

I would point out that we have three substitutions this afternoon: Mr. Ferrier for Mr. Cassidy, Mr. W. Newman for Mr. Drea, and Mr. Givens for Mr. Worton.

Mr. Young, I am just reading substitutions into the record. Do you wish to substitute again for one of your members? Mr. Martel?

The first item is general maintenance. Do I have a speaker or do I have some questions? Mr. Stokes?

Mr. J. E. Stokes (Thunder Bay): I have some comments to make, Madam Chairman, if I may.

It seems to me that on the general maintenance, if one goes over the figures, on a mileage basis the amount of money spent in northern Ontario for maintenance is proportionately much lower than is spent in southern Ontario. A comment was made to me last night that if the people of southern Ontario got together with the people of northern Ontario on the basis of people who are advocating a suspension or a cessation of any highway construction in southern Ontario, and put the emphasis on other modes of transportation, there would be a lot more dollars available for much needed maintenance and upgrading of existing roads in northern Ontario.

I want to get into some specific instances, and, if I may, Madam Chairman, one with which the minister is quite familiar as a result of letters that I have written to him person-

ally, and petitions that have been sent to him by people living along Highway 599.

Hon. G. R. Carton (Minister of Transportation and Communications): I am sorry to interrupt. Would you look down vote 1902? Does what you are going to refer to come under, for example, development roads or municipal maintenance or one of those other headings?

Mr. Stokes: No, it is a numbered highway. It is 599, so that it would come under, I would think, general maintenance. This is a road that stretches 192 miles northerly from Highway 17 at Ignace. It serves the communities of Savant Lake where it crosses the north line of the CNR, and proceeds on to the community of Osnaburgh, which is an Indian reserve with between 600 and 700 residents. Then it goes for another 20 miles north to Pickle Lake and Central Patricia, where it serves, hopefully, a mining community there.

We have got some activity there by one of the largest mining companies in the world called Unions Minières. They themselves are constructing a nine-mile road from your highway to their Umex property, and they are going to have to ship the concentrates out from the mine site down to the railhead at Savant Lake, a distance of 112 miles.

Now I travel that road whenever I get an opportunity, when I am not busy down here in the Legislature, and on one occasion this spring travelled it under some pretty adverse conditions, where snowbanks were high, where you have blind corners and hills along the highway, and where there were no less than seven heavy trucks that were off the road as a result of bad driving conditions. At one location, just south of Osnaburgh on that highway, there was a huge trailer being moved up north which was turned completely over. And this is a common occurrence along this highway.

About 40 miles north of Savant Lake, we have the property of Lake St. Joseph iron mine, and they built an access road in there to bring out some sampling ore. I received a letter from the president of the Steep Rock

Iron Mines, which controls the property, who says that in the very near future the company will be opening up and developing that iron ore deposit.

My purpose in writing the minister, on behalf of all the people who live along there, is because not only do the people who presently live there need a much safer route to get out for essential services and for bringing in goods, but Pickle Lake itself, which is the northern terminus of Highway 599, is the jump-off spot for all of the northern communities, stretching all the way up to Hudson Bay. So that this road is used continuously summer and winter for hauling all of the materials that are required by all of those native communities in the far north.

I had a method in my madness with the last question I asked last night of the minister or did he think that highways are in fact a tool for development? He said he didn't think there was any doubt.

So, in line with those comments, I am wondering, why do you have to wait until people are killed? Why do you have to wait until the situation gets so bad before you will start paying some attention to those roads that serve a very vital resource area, where campers and trailers are finding their way up there in ever increasing numbers?

Not only people from Ontario, but from other jurisdictions are going there, looking for a wilderness experience, looking for a place to fish, to get away from the rat race and the asphalt jungle.

It seems to me that instead of saying when you are really pressed then you will get busy and do some work on the road—since it is 192 miles long and you have spent some money. We are grateful for it in the area just north of Savant Lake, where it is a real good road for about 20 miles. But if you very systematically took a 10- or 15-mile section each year, as you have done north of there—if you will look on your map you will see a road stretching up into nowhere. It is called a resources road.

I have asked predecessors of yours and Mr. Bernier, who is the chairman for the Northern Ontario Resources Transportation Committee—I think that is it—

Hon. Mr. Carton: NORT.

Mr. Stokes: Yes, NORT, thank you. I said, "If you can tell me the people it is going to serve and the resources to which it's directed, fine and dandy—you won't get any argument from me." But I'm told now they are going

to stop the road because they find that they should be rearranging their priorities. I'm suggesting that the money that you've spent on that road that leads nowhere and isn't directed to any resources, had it been spent on Highway 599, I don't think you'd be hearing from me today. I think the people in that area would be well satisfied with the progress that was being made to provide them with an adequate transportation route.

My reason for harping about it so much is that they don't have doctors, they don't have dentists, they don't have any of these services at all. If somebody has a toothache they've got to go 347 miles to Thunder Bay to get a tooth repaired. That is why it is so vitally important that these people do have a way out. When an emergency occurs—if flying conditions are such that you can't get them out by air—you've just got to put the bit in your teeth and drive this 347 miles over a road that is just simply atrocious and somehow or other get down onto the main highway, for these essential services that I speak of.

If you did undertake to do a section—10, 15, 20 miles or whatever it is each year—five or six years from now I think you would have most of the problem solved. You would have a lot of happy people and you'd have a lot more people attracted to the area looking for this kind of experience that I speak of. You'd be bringing mining people into the area, because they know that there is adequate transportation for their equipment when they are doing their exploration and their development work. We might even get a sawmill or two going along that highway if people were assured of adequate transportation to market for their lumber and related supplies.

I have two or three other things that I want to speak of specifically, Madam Chairman, but if you wish I will stop now and maybe the minister can react to what I've said about that highway in particular.

Hon. Mr. Carton: Firstly—and this is a very general statement, Jack—the maintenance is geared to traffic. But really, as you said yesterday, that doesn't relate to the north. There are fewer than 100 cars a day, but still that doesn't impress me either, because it is a special situation—

Mr. Stokes: It is those 100 I am concerned about.

Hon. Mr. Carton: That's right. This is the difficulty when you have criteria that apply to the Province of Ontario. That is one of the

difficulties. I was just asking the deputy why we were not able to take some of the funds from NORT, but I now sit on that committee and I recall that this is a special plum that is set aside like many others for the people in the north for special situations—development, and development of roads type of thing. But the funds can't be used on this particular numbered highway, Jack.

I may say that I'll have another look at it, but I'm just wondering perhaps if Mr. Adcock might be able to enlarge on my, I'm sure, unsatisfactory explanation. Again I relate it to the number of cars travelling there.

Mr. H. W. Adcock (Assistant Deputy Minister, Operations): There is really little more that I can add to what the minister said, Mr. Stokes. We have hopes of developing an orderly programme for work on 599, but again like a lot of these similar situations it's fitting them into the budget. We have hopes of starting some new work next year. But as you point out there are many, many miles of road which require work. The programme will have to be developed and small amounts done each year to fit in with the programme.

As far as the maintenance is concerned, we certainly hope that our districts are maintaining these roads in a safe condition. I hope you weren't suggesting that there were conditions where you saw numbers of trucks in the ditch which were caused by a neglect of maintenance. As the minister said, our standards of maintenance vary obviously with the amount of traffic. As traffic volumes grow into the thousands, the standard of maintenance has to be obviously quite a bit higher. But the minimum standard on this type of road should still give a safe drive.

Mr. Stokes: Well it doesn't. I am not suggesting for one minute that your personnel are incompetent or they are not doing their job. They do a magnificent job with what they have to work with. But in the summertime they are scratching around like a bunch of hens for some gravel to take the ruts and the bumps out of the road, and in the wintertime they don't have sufficient room to plough the snow. So you're bound to get the—

Mr. Adcock: The standard of the road is low and it is difficult to maintain it.

Mr. Stokes: I know. The point is I am not suggesting for one minute that your people

aren't doing an excellent job up there. But give them something to work with.

Mr. Adcock: Well, we'll endeavour to develop some kind of programme on this thing, but I'm afraid again it will be relatively slow.

Mr. Stokes: Another area that I want to get in—

Hon. Mr. Carton: Before we leave that, I will get Mr. Orr to go up there this month. He's our director of maintenance.

Mr. Stokes: Okay fine. If you just talk to the people, and let them know that you're interested, that you're looking at it and you haven't forgotten about them, and that it's on your list, however low on the priorities. But at least get up there and talk to the people.

I want to get a little bit closer to the mainstream of things. I want to get into one contract that was let two years ago just east of my home town of Schreiber. We had a contract for in excess of \$1 million, and the people were very enthusiastic about—

Hon. Mr. Carton: Is this construction rather than maintenance, Jack?

Mr. Stokes: It may have been—they re-routed the highway somewhat.

Hon. Mr. Carton: It is construction, Jack. Do you mind waiting until the next vote?

Mr. Stokes: All right. Okay. Now I want to get into another area called "suicide hill." It is on Highway 17.

Hon. Mr. Carton: You just grabbed my attention right there.

Mr. Stokes: It is a very dangerous situation between Red Rock and Nipigon. Most of the people who live in Nipigon work in Red Rock so they commute daily. There is no high school in Nipigon, so the high school is located in Red Rock and you have school buses going back and forth daily. There are anywhere from 10 to 15 school buses that ply that section of the road everyday. We had a young chap who was killed on it here about two weeks ago. It's an area where your department has always had difficulty because of poor alignment.

In addition to that there is an access road leading to a ski hill right at this suicide hill or suicide corner that I speak of, and there is also a golf course. Not only is there a bad roll on the highway but there is also a bad

dip associated with it. As a matter of fact they've had a red bump marker on there for three years to my knowledge.

I suppose again it is a matter of priorities. But it is on the main highway. It is a very heavily travelled portion of Highway 17. You've got these buses going back and forth and the workers going back and forth daily. It is just a wonder to me that one of those school buses hasn't turned over on it and a good many people been seriously injured by it. I am not asking for an answer now, you can't expect to be—

Hon. Mr. Carton: That is a high priority, Jack, and we will look into it.

Mr. Stokes: I wish you would because I had taken some pictures of it about three weeks ago and unfortunately I didn't bring them with me. But I could if that should be necessary.

The one other area is a problem that you've had for as long as I can remember. This is capillary action, I think the experts call it—it's heaving, I guess. It is on highway 17 between Marathon and Rouse Lake. From Rouse Lake east right through to White River it is a fairly good road. But there are ruts there that are six and seven inches deep all winter long because the heavy traffic comes along and it kicks out pieces of asphalt. It settles down somewhat when you get the warm weather, and then they spread some kind of mix over top of it. Of course it suffices until the next winter rolls along again, but you have bump marks about every 40 or 50 yards along the entire stretch of that route.

I have brought it up before and I thought you were about to do something about it and so I sort of neglected to mention it last year. But I see it is just as bad again. If you don't spend some money on it now, you are going to have to replace the whole section. I wish that your people would take a look at that at the same time that they are going over these lists of priorities that you speak of.

Hon. Mr. Carton: We'll look into that, Jack. I'm not personally aware of it.

Mr. Stokes: It is right along the main highway—right along Highway 17.

Hon. Mr. Carton: Running which way from Marathon?

Mr. Stokes: Pardon?

Hon. Mr. Carton: Running which way from Marathon?

Mr. Stokes: East from Marathon. The bad spots start about 10 miles east of Marathon and extend for about 20 miles.

Hon. Mr. Carton: Is it past Struthers?

Mr. Stokes: It is between Struthers and Heron Bay. That is all.

Madam Chairman: Is there any other question or comment on this item?

Mr. R. F. Ruston (Essex-Kent): Yes Madam Chairman. Does this come under signing, and so forth, on provincial highways?

Madam Chairman: No, this is general maintenance.

Mr. Ruston: Is that sign maintenance?

Madam Chairman: Signs? Yes.

Hon. Mr. Carton: Yes, that is all right. Fine.

Mr. Ruston: Well, all I was wondering about is signs—and I am thinking about one area in particular, of course, and it happens to be in my own riding. On No. 2 Highway, in the hamlet of St. Joachim—I took pictures, and I guess I forgot to bring the pictures with me, I had them enlarged—I was surprised at the signs that were there. They would have an arrow pointing, "No Parking," but no one seemed to know how far the No Parking sign meant. I think there were three signs, if I recall.

The reason I brought it up was that our provincial police—of course, I know the minister has nothing to do with them—issued about 20 fines there one night, for parking illegally, I guess when church was on, or something.

These signs are very confusing—when you see a sign with "No Parking" on it, but you don't know whether it is 50 ft, 100 ft or 300 ft, or what. I just can't, for the life of me, see this as a proper way to have signs constructed. I can understand a sign 40 ft back from a corner. If the arrow's pointing to the corner, you are going to assume there is no parking from there to the corner. I know in towns, and so forth, they do put right on the sign, "No Parking from Here to Corner," but on highways I realize they don't always do that. But in another area, where there may be any length of space, there will be an arrow with a sign saying, "No Parking," and it is hard for the average citizen to understand it.

Hon. Mr. Carton: Could you tell us exactly where it is? Is it ours, or is it in a municipality?

Mr. Ruston: It is on No. 2 Highway, in the hamlet of St. Joachim, in the township of Rochester.

Hon. Mr. Carton: Are you sure it is not St. Joachim's sign?

Mr. Ruston: No, no. Oh, no.

Hon. Mr. Carton: Usually, if you have an arrow going one way, there should be one going the other way, then you know there is no parking in between.

Mr. Ruston: Well, of course, you still wouldn't know how far from that sign you are supposed to park, if you just have an arrow, and no other one up the other way. I mean, really. It seems to me if we are going to put up "No Parking" signs, it wouldn't take very much to have maybe two or three more—if we are going to have the whole area with no parking. I can't see just having one sign on one side of the road, with an arrow pointing west. You don't know whether it goes 100 ft or 500 ft.

Hon. Mr. Carton: We'll have it checked into, because, apparently, it is not according to our regulations. So we will have it checked into.

Mr. Ruston: When you get a \$23 fine for illegal parking it is rather discouraging for those who are there.

Madam Chairman: Mr. Gilbertson.

Mr. B. Gilbertson (Algoma): Yes. Mr. Minister, I would like to know a little bit about 548, from Highway 17 to the St. Joseph's Island bridge. Could you tell me if that is going to be resurfaced this year before the official opening of the bridge?

Hon. Mr. Carton: This will be under the construction vote, 1903.

Mr. Gilbertson: Well, the highway is already there and this vote is general maintenance.

Hon. Mr. Carton: But it is a reconstruction.

Mr. Gilbertson: Reconstruction? Fine.

Madam Chairman: Anything further? Is Item 1 carried?

Item 1 agreed to.

On item 2, winter maintenance:

Mr. Stokes: On winter maintenance—and I am not talking about your main highways. Except for a few isolated instances, your patrol crews do an excellent job. I know in many instances your patrol crews have too far to go. If they go 20 miles in one direction, and 20 miles in another direction, and the snow is falling in the same place simultaneously, they can't be in all places at one time. It seems to me, though, that you go along, and one patrol crew has a policy of getting out right away, and getting some salt on the surface, and they seem to be able to maintain a fairly good surface the year around; then you will get the next patrol group, which takes an entirely different approach—it seems almost a philosophical approach, about how to deal with winter conditions in the north. You can actually tell, along the highways, where one patrol starts and another one finishes. I don't think there is really any uniformity. They leave it up to the patrol group as to how they think best to maintain that particular stretch of road that is under their jurisdiction.

I noticed along Highway 11, between Beardmore and Geraldton, you will find one group will have a perfect stretch of road, where they put the wing out, and there is all kinds of room, all winter, to plough the snow. Then you will come along to the next section where this approach hasn't been taken. Getting on toward February, you will find the banks are high and the road is much narrower.

I am wondering why there isn't some uniformity? I don't think it is my imagination. I have had it brought to my attention by people who run school buses in that area the year round. They say, "Why this different approach? It is still the same department. Supposedly they have got the same instructions." You will notice this marked difference from one patrol to the other.

Hon. Mr. Carton: I think the deputy can speak to this.

Mr. A. T. C. McNab (Deputy Minister): We do have, Mr. Stokes, a standard of maintenance that we use on all highways. You get changing conditions even from patrol to patrol. These patrols each may be 35, 40, 50 miles long. Patrol headquarters might be quite close to the area you hit first. That patrolman, therefore, would be working on that section of the road immediately. Another patrol might be at the other end of the

preceding patrol, as you are approaching it, and he wouldn't get to the location you are interested in as soon.

But I think overriding the whole situation, as you have mentioned, certain sections of roads aren't up to the same standard as others, because these are built over a number of years, and because of age you have more difficulties in maintaining sections of roads that mightn't be apparent to the layman's eye.

Then again, I think as in business, all people are not of the same quality, or integrity, or have the same energies. We try to overcome this by having a supervisor who will supervise, and attempt to standardize three or four patrols in a district; and then the uniformity should come from him, and in turn from the district maintenance engineer.

I think an awful lot of it is just the efficiency of the particular workmen that we have on these patrols. We try to get as excellent crews as we can. We have training courses for them.

I have heard this comment. I have noticed different standards, it would appear, between district and district. But it is certainly not for any lack of standards. It is just a different approach.

Mr. Stokes: I have had people come and complain to me, and I say, "Okay, I'll look into it." I've looked for myself, because I am on those roads continually. I would say to one of your employees, "Why didn't you sand that particular section?" because it was obvious that it needed it. He'd say, "Well, we are away over our quota on sand. You know that huge big pile of sand we had in our patrol yard? Well, it is pretty near gone, and somebody is criticizing me for using too much sand, because it all ends up on the shoulder of the road anyway."

Of course, with this sliding and slithering, in 30 or 40 below zero weather, you can't convince anybody that they should be putting more sand down, if it is going to be of any help at all.

Mr. R. Haggerty (Welland South): Try studs.

Mr. Stokes: I suggest that you should just make your piles of sand a little bit bigger.

Mr. McNab: Certainly to my knowledge—and it goes back quite a few years—we have never denied a district engineer or a patrolman additional sand.

Mr. Stokes: I don't have to take that for an excuse, then.

Mr. McNab: I think it is a pretty good excuse that came to his mind—

Hon. Mr. Carton: He is a thinking one, I will tell you.

Mr. Stokes: He is one of the better ones.

Mr. E. W. Martel (Sudbury East): You better promote him.

Mr. McNab: Yes, well I am watching him. He might be aspiring to be deputy minister.

Hon. Mr. Carton: I'll watch him.

Mr. McNab: No, in all sincerity, sir, I I feel that we need all the help we can get. If you have an incident like that, get in touch with the district engineer. We would certainly appreciate it.

Mr. Stokes: I just thought I should mention it because I've had several complaints about it. That's \$32.9 million and I didn't think we should pass it without at least a passing comment.

Mr. J. P. MacBeth (York West): May I try again, Madam Chairman? Carried?

Madam Chairman: We have one—sorry. Mr. Walker?

Mr. G. W. Walker (London North): I do have a question.

Mr. F. Young (Yorkview): Is that your chief function in life, to get votes carried?

Mr. MacBeth: That's my purpose.

Madam Chairman: He's dedicated.

Mr. Walker: I do have a question of the minister involving winter maintenance. Of course the curse, Mr. Minister, is salt. It's a curse, and it's a blessing in many respects. I understand there have been ongoing studies involving heated sand. Can you give us any indication of whether these are culminating in fruition, or not?

Hon. Mr. Carton: I'll have Mr. Adcock speak on it in layman's language. It was a complete flop, but I'll let him explain why.

Mr. Adcock: We used to use a great deal of heated sand in the past, sir. It hasn't been used by our organization for quite a while now, although some municipal organizations, more predominantly in the United States than in Canada, still do use heated sand.

The main reason for going away from its use was twofold. One, it was extremely expensive to heat large masses of sand, and I

think that's fairly obvious. And the other reason was that it really wasn't as successful as you might think, because when you took a heated load of sand and carted it a good many miles, it was probably well frozen by that time.

You're also having a problem with dampness in the material, which was a problem. It would turn to steam, and then freeze. And there were a great many operational convince anybody that they shouldn't be putting more sand down, if it is going to be of any help at all.

Salt is the main used material. And sand with salt in it, at the rate of about 100 pounds of salt per ton of sand, are the two main materials.

Mr. Walker: You said you haven't been using it for some time?

Mr. Adcock: Many years now.

Mr. Walker: Where did you conduct the experiments? Yesterday the minister reeled off a 15 per cent reduction in accidents because of non-use of studs. Was there any reduction, as a result of the use of hot sand instead of nuisance salt?

Mr. Adcock: Was there any reduction in accidents?

Mr. Walker: Yes.

Mr. Adcock: I couldn't answer that question as to whether there was—relative to those tests. But the tests were run in places like the Queen Elizabeth Way, Highway 2, and a regular programme was done by our maintenance research group a few years ago and, really, there was very little benefit to be obtained from the use of this material. As to whether this decreased accidents, I really couldn't say.

Mr. Walker: There was no study on the accident aspect?

Mr. Adcock: No.

Mr. McNab: Well, I would add to that that this probably predates the assistant deputy minister, but not me. It wasn't really an experiment when we attempted to use it back in the late 1930s and early 1940s.

Mr. Walker: That predates me too.

Mr. McNab: Well, yes.

Hon. Mr. Carton: That predates you, period.

Mr. Walker: Period.

Mr. McNab: We built these facilities, big salt bins and boilers and what not, to heat the sand, on a number of places on the Queen Elizabeth Way and, I think, Highway 2. This was used over a period of three or four or five years, and observed during that entire period with the results that Mr. Adcock pointed out. I think, maybe, in some areas where they haven't as severe climatic conditions it might be effective but not in our area. It just didn't pan out.

Mr. MacBeth: Do you think we're safe now, Madam Chairman?

Madam Chairman: Try it.

Mr. Ruston: Madam Chairman, I have had occasion, of course, to be on the 401, especially under extreme driving conditions when it was icy. And I'd think maybe I should have pulled over into somebody's yard or something and stayed there.

I recall one time driving out of Toronto, and the traffic conditions were pretty good until I got onto 401 out around the airport. I guess a storm had come up. In a period of miles, if I remember correctly, I think in about 35 miles—I think we drove about 25 miles an hour, and twice I was out pushing to keep the car on the road. But I counted, I think, about 47 units that had gone off the road due to the icy conditions.

Has the department ever given consideration on whether it's feasible or not as to possibly banning travelling for one hour, until such time as these roads can be salted? I think in conditions, where we're talking of 20 deg. and up, and where salt works pretty fast, I sometimes wonder.

I also recall last winter, a couple of times, driving from Chatham to home, when I got off the train and picked up my car and found a mass of ice for about 20 miles until I got into Essex county. I guessed maybe the "sun parlour" had done its work, and had done away with the ice. But for the first 15 miles travelling conditions were very treacherous, and a large number of cars kept going off the road. Fortunately, of course, most of the people do drive slow enough and there is not much serious damage done at times like that.

What length of time do you figure from the time that an ice storm starts can you have units out putting salt on the roads?

Hon. Mr. Carton: On the first part of your question, I don't think it would be possible to

communicate with the motorists, because these storms arise, as you know, quite quickly.

I can recall coming back from Barrie this past winter. I started out from Barrie and 10 minutes later I was into exactly the situation you're talking about.

It would be impossible, in my layman's mind, to communicate with the motorists. You just couldn't pull them over, because there may be good and valid reasons for them trying to make haste slowly. But there may be other reasons. I would think the communications aspect to the motorist would be impossible.

As far as getting the vehicles on the highway, this is done relatively quickly, isn't it?

Mr. Adcock: Yes.

Mr. J. P. Spence (Kent): In regard to shelters or repairmen's shelters that you have built for storing sand and salt, is there a benefit in having dry sand, rather than sand that's out in the open—that's wet—for a better grip? What is your view?

Mr. Adcock: You may have noticed around the country these large beehive-shaped affairs which are being built. We have, I think upwards of 100 of these now, and it's our hope to continue building them.

They serve two very useful purposes: One, keeping of the material, whether it be sand or salt, dry or usable; and cutting down drastically on the amount of pollution. One of our problems was the leeching of the salt from salted sand piles with the action of rain and so on. The salt could get into adjoining streams or wells.

This system of building a building shaped somewhat like a pile, which is a very inexpensive way of protecting the material, has been very successful in stopping the pollution, as well as keeping the material dry and more usable.

Mr. Spence: I was wondering about the design.

An hon. member: They ought to put some honey in there.

Mr. Adcock: The design we're using is the design which was done by one of our own engineers, who is now retired, a man by the name of John Fitzpatrick, who just retired during this past winter. He has patented the design, but we are allowed to use the design free.

Mr. Spence: Thank you.

Mr. M. C. Germa (Sudbury): Madam Chairman, I am not familiar with just how you are doing this. I have to be excused for my absence during yesterday and today.

Hon. Mr. Carton: There is a list of votes.

Mr. Martel: See the strength on this side of the House. Two new additions.

Mr. Germa: I understand we're at winter maintenance. Does that exclude me from talking about general maintenance?

Mr. Ruston: Yes.

Mr. Germa: I wonder—

Hon. Mr. Carton: What was your question?

Mr. Germa: My topic could be fitted in under the item of salt, which someone mentioned was a pollutant and it could pollute.

What I was thinking about was a question I raised about defoliation with chemicals. I raised it in the House earlier in the year as a hazard to health. The minister answered that question quite reasonably in that the health hazard had been eliminated by reducing certain toxic chemicals in this defoliation process. But there still remains one problem, and that's the aesthetic problem that after you've sprayed you are driving through a sort of garbage dump of dead trees, particularly in northern Ontario where the foliage is quite dense.

I notice this practice is not used in the southern part of the province. Wherever site line clearances are necessary, this seems to be done by manual labour in brushing. I notice a lot of this on the backroads where it may be said that the traffic is not heavy and where you are really not infringing too much on too many people. But even to those people who live and who have to use these roads, it's quite a depressing sight to drive, probably several hundred miles, and all you see on both sides of the road are dead trees, as though a frost had come through the area.

The second point that was raised to me at a conference I attended in Timmins over the weekend had to do with overspray. When this machine is going down the road and spraying the foliage to kill it off, if there is a wind drift, it does go on to private property. Complaints have been lodged with me on Highway 17 west of Sudbury in the Walford area. This person did complain to me that some of the shrubs and trees on her private property had been defoliated as a

result of spraying last spring with this type of chemical. I just wondered if it is worthwhile going back to manual brushing of those areas where they have to have site line clearance.

Hon. Mr. Carton: Right, I agree with you. It's my understanding that we are going back to physical brushing, is it?

Mr. McNab: As much as possible and a great deal more than we do now.

Hon. Mr. Carton: This is done with the brushes, but it's not done with trees and, again, that's my understanding, is it?

Mr. McNab: Just scrub trees.

Hon. Mr. Carton: Just scrub trees and brush, but my understanding is they are going back to more physical work where it's possible.

Mr. Germa: In the case of overspray, does the department accept liability in the case of someone's garden being affected? I've had complaints along this line that some vegetables with broad leaves are affected by this chemical.

Hon. Mr. Carton: If it can be proven, I think we would be liable in law, but I don't recall ever seeing that many letters. Have we had that many letters on this particular point?

Mr. McNab: It's isolated. We have had some accidents that way.

Hon. Mr. Carton: How many?

Mr. McNab: Very few, I would think.

Hon. Mr. Carton: I understand there are very few problems that arise in the ministry or at least are brought to our attention.

Mr. Germa: I think a whole bunch of people don't know what is happening to the right-of-way. They know the trees are dead and they think that maybe the brushing did it; but I think it's just recently they have realized that it is a chemical deliberately applied which is causing it. I have been getting quite a bit of flak on this myself.

Hon. Mr. Carton: If you could forward some of those letters to me, I'd appreciate it.

Mr. Germa: This one particular person said she would identify her property, lot and concession number, and when I get that I will forward it to you.

Hon. Mr. Carton: All right, would you do that, because it would help us in our programme?

Mr. Germa: Yes.

Madam Chairman: How about item 2?

Mr. Martel: Madam Chairman, for a number of years I have complained that the driving conditions in northern Ontario are much more adverse than southern Ontario.

Mr. Haggerty: Oh, come on now!

Interejections by hon. members.

Mr. Martel: We consider such things as distance, and so on, and the quality of the road which is—

Mr. Haggerty: You should take a tour down southern Ontario some time.

Mr. Martel: —below standard. To offset that problem, I've asked repeatedly that the outside lane or the outside of the road get the nice yellow stripe down the outside. The cost—

Mr. Haggerty: That beautiful strip from Sudbury to Timmins.

Mr. Martel: —has always been a factor except I look on Highway 400, a brand new highway, and there they are already. Yet to offset and to improve the driving condition for people in northern Ontario, it's too expensive to paint the line on the outside to help them know where it is.

You can't have it both ways. You've got a new road out here almost to Barrie and they have got three lanes on each side and already they are painted yellow; but in northern Ontario it's no dice. I would presume that you could curtail the expense in southern Ontario and improve the quality for drivers in northern Ontario by painting the lines on.

Hon. Mr. Carton: I think we like to experiment on the people in southern Ontario but, seriously, there is a standardization of line markings.

Mr. Martel: I am talking about the outside.

Mr. Haggerty: One is yellow and the other is white markings.

Hon. Mr. Carton: That is right; there is a standardization taking place.

Mr. McNab: The standard for the treatment of the pavement edge with paint is

precisely the same in northern Ontario as it is in southern Ontario.

Mr. Martel: Okay.

Mr. McNab: It depends on the volume of traffic, the curvature and what not. The standard is precisely the same for northern Ontario and southern Ontario. It's tied into the traffic volume and the classification of roads.

Mr. Martel: As I have written to the deputy minister on more than one occasion, I don't accept that the standard for the whole of the province has got to be the same. Do you consider climatic factors, for example, as opposed to volume of traffic? There is a vast difference you know.

When you are travelling in southern Ontario you might travel 20 or 30 miles. We are talking about literally hundreds of miles in northern Ontario to get from one point to another. There are some of these standards that you adopt that must be deviated from in order to assist people in those regions of the province that don't have the same type of standard in terms of volume, but have much worse conditions by far in terms of climatic factors, particularly when you consider that winter starts there about Oct. 15 in many instances.

Mr. Haggerty: We started winter last week.

Mr. Martel: Right. I don't buy that nonsense that the standard has to be the same across the province, because this government has different standards for different parts of the province in a variety of fields. I can't see why, if it would improve the driving conditions in northern Ontario, the standard couldn't be deviated from.

Last year the excuse given was the paint was too expensive and it would take too much. You check the record.

Mr. P. G. Givens (York-Forest Hill): Especially now it is legal to deviate under the Criminal Code.

Interjections by hon. members:

Mr. Martel: I just think that standards that apply right across the province are nonsense. We are talking about different conditions completely. I would hope that the minister would give us assurances that they will paint the lines. We are talking about two lanes. We are not talking about four and six lanes that you have got down here in the banana belt.

Mr. Walker: The only time you can see your roads is in August.

Mr. Gilbertson: Yes, you told me they were snow-covered all winter.

Mr. Martel: Just up in your part of the country. In our part of the country they look after it, because they know we will complain. They know you will accept it.

Mr. Stokes: I would just like to ask one question. You mentioned the words "standard right across the province." I notice down here the no-passing and the passing markers are white. Up north they are yellow.

Mr. Haggerty: You are getting yellow paint up there, then?

Mr. Martel: We don't have enough of it.

Mr. Adcock: There is a new standard this year, Mr. Martel, which has been agreed upon internationally. The provinces are going to it. We understand they are all going to it and most of the states we understand are going to it. The idea of this standard, which I think was put out in a press release by the department earlier this year, was that where we have conflicts of traffic, that is, the centre line of a two-lane road or the left hand edges of dual lane roads, the paint would be yellow—yellow denoting danger. The centre line markings on roads where there was no opposing traffic, that is, the markings between lanes on, for instance, 401, for traffic going in the same direction, would be white; the outside edges where there was no opposing traffic would be white. This is a standard which you are going to see right across the Dominion of Canada and probably in most of the States.

Mr. Martel: On 400 as it now exists, as of the reconstruction last year however, the outside is still yellow.

Mr. Adcock: We are in the process of doing the first painting to the new standard. I think for many months probably until the fall, you will see a lot of this which will be a little out of step with the standard until it is all done.

Mr. Martel: We would accept white markings on the outside, Mr. Minister, in northern Ontario to assist and guide people in heavy fog, in the snow and the sleet that prevails for about eight months a year.

Hon. Mr. Carton: Thank you.

Mr. Martel: I would like that commitment from the minister.

Mr. Ruston: I thought you had snow up there the year round?

Mr. Martel: The pollution count was only 77 yesterday, probably 110 out in our area. Is that a commitment we are getting from the minister? He nods his head.

Hon. Mr. Carton: I said thank you.

Madam Chairman: Mr. Eaton.

Mr. Martel: I am waiting for an answer.

Hon. Mr. Carton: I will send you a copy of the standards and this is what we will conform with.

Mr. Martel: You mean to say you are not going to paint the outside of the—

Hon. Mr. Carton: We are not going to bend the law.

Mr. Martel: You are not going to bend the law. It is only regulations, is it not?

Hon. Mr. Carton: Whatever it may be, we are trying to get international standards on all—

Mr. Martel: If you accept that as valid, I would suspect that what you need in northern Ontario is improved quality of road in terms of four lanes from Sudbury to North Bay and from Sudbury to Toronto. If we are going to talk about standards of equality across the province at least we should have passing lanes or paved shoulders as you have on 400. If you are going to play around with standards, the standards should apply right across the province, shouldn't they?

Hon. Mr. Carton: The standards do apply depending on the traffic conditions.

Mr. Martel: Not the driving standards. You can't fool the troops—

Mr. Stokes: Everybody is equal but some are a little more equal.

Mr. Martel: You can't fool the troops about the driving conditions on 400 when it leaves Barrie, Mr. Minister, as opposed to from here to Barrie. You just can't fool the troops. We travel that road every weekend and I want to tell you that we can go to Barrie in an hour but from Barrie to Sudbury, when you get in behind the traffic—

Mr. Gilbertson: Be careful now; you know better.

An hon. member: You leave before the rush hour, you leave early.

Mr. Martel: Well, I follow Bernt.

Mr. Stokes: You will never catch him. At last count he had 17 traffic tickets.

Mr. Gilbertson: That is a lie.

Mr. Martel: What about no passing lanes and things like that that make traffic almost intolerable? We don't have the standards in northern Ontario that apply to the south based on volume, and yet—

Hon. Mr. Carton: I will be honest with you. I detest driving on 400. I won't drive on it. You can have highway 400 as far as I am concerned.

Mr. Martel: I'll tell you what we will do. Next Friday I will drive the minister to Sudbury and he can fly back. We will follow the traffic along 103 and 69 north, and when you get behind 30 trucks and people driving everything but the kitchen sink in their trailers as they go to their camps, you will see how favourable the standards are.

Mr. F. Laughren (Nickel Belt): We will take you to Lively and let you see the improved two lanes while you are up there.

Mr. Gilbertson: Don't go with them, Mr. Minister.

Hon. Mr. Carton: Where else on a Friday night but a Lively place, eh?

Mr. Martel: You won't get any four lanes, that is the beautiful part, so the standards don't apply.

Mr. Haggerty: That was a good point.

Mr. Martel: We will come back to it when we get to construction anyway.

Item 2 agreed to.

Madam Chairman: Item 3, repaving present roads. Mr. Eaton?

Mr. R. G. Eaton (Middlesex South): On to 3 now? Good. I wanted to raise a question that I raised at the beginning with the minister regarding the policy of the department in deciding which roads will be repaved and the problem that exists going to Sarnia on highways 401, 2 and 81 particularly. How do you decide which roads are to be paved first? What is the policy on it?

Hon. Mr. Carton: Could we have that again, Bob, on vote 1903? That is what we

said yesterday and that is what we are saying today.

Mr. Eaton: That isn't repaving. It is a present highway, it is almost a highway anyway. At least, it used to be a highway.

Hon. Mr. Carton: It is a reconstruction you are talking about, so that would be under vote 1903. I am consistent. I said that yesterday.

Mr. Stokes: I get the sense that when we get down to the last vote we are going to have so many things that have fallen to the bottom we are going to be here for a week.

Mr. Eaton: Why are you putting it under 1903?

Hon. Mr. Carton: Construction.

Mr. Eaton: Construction? Is that new? It is existing road you are repaving.

Madam Chairman: Mr. Gilbertson?

Mr. Gilbertson: Mr. Minister, on repaving, I am coming back to the same thing that I approached you on at the start. Repaving and reconstruction, what is the difference? There is already a highway there. It has already been paved once. For instance, from Highway 17 there is 548. It has already been surfaced at one time but it needs redoing. Will that come under reconstruction?

Mr. Haggerty: Right under vote 1903.

Hon. Mr. Carton: There is a certain time when the repaving becomes reconstruction, Bernt. Mr. McNab will tell you that precise point.

Mr. Eaton: That is when there isn't any pavement left to repave and they have to reconstruct it.

Mr. McNab: The repaving that is referred to here is maintenance paving which is possibly a thin overlay. It is only a relatively small amount of money when you consider the whole highway system.

What you are referring to would be a capital paving job which is a much heavier treatment, including therein a reconstruction of those portions where there has been a distortion and possibly a considerable amount of shouldering. Much of the repaving in the maintenance area is done by our own forces or small maintenance contracts that are awarded. This is the basic difference. One is called capital and this is what most of

you gentlemen are referring to and that is in vote 1903.

Mr. Ruston: Madam Chairman, I think when we mentioned slight paving or something, that would be like the construction done on 401, according to the 1968 report on page 78. There were 16 miles done and there were 20,000 tons placed on it. That was a very thin surface put on as a temporary measure. I wanted to bring this up for some time now. It would appear that was done at that time and you want to get it under this vote now. I think it is very important because I think it was on a trial basis actually. I think most people would agree that it has worn off at this time. Probably, the real problem—

Hon. Mr. Carton: Is that near Windsor?

Mr. Ruston: Yes.

Hon. Mr. Carton: We are going to do that this summer, if it is the one I am thinking of. I answered a question in the Legislature from one of the members and we are going to repave that this summer.

Mr. Ruston: I am happy to hear that because I think there was a remark made the last time you were in the Windsor area. I noticed an editorial in the Windsor Star of May 4 when it says a bumpy 401 stretch will remain bumpy; and then on May 17 it says resurfacing of that 401 section is in the works. I am glad if that is so.

Hon. Mr. Carton: The first contract will be let tomorrow.

Mr. Ruston: Very good, thank you.

Madam Chairman: Mr. Ferrier.

Mr. W. Ferrier (Cochrane South): Yes, Madam Chairman. I would like to ask a couple of questions under this about repaving of present roads. I would like to know what kind of standard you have set and what kind of inspection you use when you undertake your programmes. I can think of one road in my own riding that has greatly deteriorated. It is 629 from Timmins to the airport. We talked a long time until we finally got a commitment for it to be repaved. It was repaved and now, about two years later, there are some serious cracks and deterioration in that road. It makes one feel very disappointed, having spent as much money as probably was spent in bringing that road up to what appeared to be an acceptable standard, to see it start cracking up and

beginning to deteriorate so rapidly. Do you not try to take steps to see that when you repave a road it is going to be done properly and is going to stay in some shape for a number of years? Otherwise, it is almost money misspent or wasted.

Hon. Mr. Carton: I understand there is a bad soil condition in this particular road but we will look into that one.

Madam Chairman: Mr. Haggerty.

Mr. Haggerty: Thank you, Madam Chairman. Last year I raised a question dealing with the repaving of present roads. I brought to the attention of the former minister and the deputy minister here that there was a condition that wasn't too favourable concerning Highway 3 west of the city of Port Colborne, through Wainfleet township. There is a portion of about six or seven miles where you can hardly keep a vehicle on the road, it is that bad. The highway has been repaired in there in the last 10 years, and what you put on with the ad hoc approach of patching a little bit here, just a little—

Hon. Mr. Carton: How long a stretch is it?

Mr. Haggerty: Pardon?

Hon. Mr. Carton: How long a stretch is it?

Mr. Haggerty: It would be about seven miles in this area. I was just wondering if something couldn't be done to make an improvement in this area. You can hardly keep a vehicle on the road. That is what it boils down to.

Mr. McNab: The section of highway you make reference to is up for complete reconstruction. We are having some difficulties in arriving at an alignment for it and we are trying to make do with a maintenance operation. It will be on our construction programme, as soon as we can establish an alignment that is suitable—

Mr. Haggerty: Well, I thought that stage was almost completed for the new proposed alignment of the road which would take part of this existing road into it.

Mr. McNab: This is the problem. We haven't solved all our problems yet.

Mr. Haggerty: When do you think this will be on the agenda?

Mr. McNab: It is on our five-year programme, which means that it is not on this year's and that it possibly could go next year.

Mr. Martel: You're talking seven years, then.

Mr. Haggerty: Not this year, not next year, but five years from the next two years.

Hon. Mr. Carton: No, it's on the five-year programme—but it could come up next year or the year after.

Mr. Haggerty: It's on the five-year programme? The member previously brought a question up about the quality of asphalt mixture that is going down on our present roads in particular. I travel the Queen Elizabeth from Fort Erie to Toronto and there is always a problem, in coming into the city of Toronto, about the condition of the roads. It seems that after a new sheet of asphalt is laid, within the next spring it is completely gone.

Is the quality of workmanship going into the asphalt paving what it should be? Are they meeting the standards, or are your standards so low that—?

Mr. McNab: No. Certainly, you wouldn't expect me to admit that we are not constructing to a high standard. I can say this sincerely, that our inspections and our specifications are extremely tight.

I think, possibly, in some instances you may be misled. If we have a grading contract, we put a base course down the first year and not put the wearing course down until subsequent years. Any weak spots in the subgrade will show up, so that when you have the termination of a year or two you put down your top course. It serves to build up your pavement to the final standard and to smooth out any irregularities that occurred in the subgrade.

Mr. Haggerty: Have you ever travelled the Queen Elizabeth or the Gardiner Expressway going to Hamilton?

Mr. McNab: Many times.

Mr. Haggerty: Particularly where the poor fuse that joins the two layers of asphalt has been laid—

Mr. McNab: That's right.

Mr. Haggerty: There is a groove right down that road there and once your car gets into that you have a hard time controlling it.

Mr. McNab: Oh, yes.

Mr. Haggerty: Surely, somebody in your staff must be aware of this?

Mr. McNab: Oh, yes, surely. This isn't a problem that is unique to us. What we are attempting to overcome in a lot of cases—I'm not saying in this case but it is a general problem—is the difficulty we have on these very high volume roads where there is no alternative route. You cannot detour the traffic and you have to build the road section by section. This makes it necessary to have a joint in the middle.

Mr. Haggerty: I noticed different places in the construction, that you can make a cutoff—shoot over onto one of the service roads. Could this not apply in this instance where you could use the service road and then complete the construction of the road?

Mr. McNab: Well, in some cases we can do that. But in a great many cases you are going to get involved in very heavy costs in constructing a slipoff to a service road or to a detour. It is extremely costly, and the observation that you are making here is one that we get most infrequently. There is general satisfaction with the condition of the road.

Mr. Haggerty: Well, they're out there practically day by day repairing some of these sections right now. The first thing you know, traffic is held up practically to one lane. It goes back for miles. You can lose about an hour coming from Fort Erie into Toronto.

Perhaps one of the reasons is that you are doing this general maintenance work in the daytime—during the high peak load of traffic. Perhaps you should be doing it at night when there is less traffic. You can put up lights to work by.

Mr. McNab: It is extremely difficult to give a good pavement job at night. You must have daylight. You've got the lighting of a long stretch of highway. It's not difficult to light a structure or some confined area, but when you get to the point of lighting a long stretch of road it is most unsatisfactory and very costly and dangerous.

Mr. Haggerty: But there is no traffic is there, at night?

Mr. McNab: On the Queen Elizabeth Way?

Mr. Haggerty: Not that much.

Mr. McNab: Generally speaking it is very fast-moving traffic.

Madam Chairman: Shall item 3 carry?

Mr. Martel: Madam Chairman, before we leave. We had a meeting, Mr. Minister, about a repaving project. I'm not sure whether you want to classify it as new pavement, a new job, or repaving. It's the Garson-Falconbridge backroad which belongs to the municipality. They have agreed to take it over, provided you brought it up to standard.

Hon. Mr. Carton: To reconstruction?

Mr. Martel: Reconstruction.

Hon. Mr. Carton: Under vote 3.

Mr. Martel: I'm a patient man.

Madam Chairman: Item 3 carried?

Item 3 agreed to.

Item 4—district administrative services. Are there any questions?

Mr. Ferrier: On the services, I would just like to ask one question. Last night, in one of the municipalities in my riding, the announcement was made by the Minister of Intergovernmental Affairs (Mr. McKeough) that there would be an amalgamation and new city of Timmins-Porcupine created—probably the largest city in terms of area in North America. The city boundaries are to be extended quite a bit eastward. At present, within the boundaries, the district office of New Liskeard is responsible for most of the highways in that area. But with the incorporation of the new municipality it will mean that part of the highways that are now administered by the Cochrane district will come into the municipality.

I was wondering if there was going to be some consideration given to the realignment of district boundaries to make sure, or to consider, that the roads within the new municipality would be all under the jurisdiction of either the Cochrane or the New Liskeard district, so that one district engineer could deal with all the roads in the particular municipality. I don't know whether you are prepared to make a statement on that now or not, but maybe you could consider it sometime between now and the bringing in of this new municipality.

Hon. Mr. Carton: Well, I think it is a little premature but I will look into that.

Madam Chairman: Mr. Stokes.

Mr. Stokes: Yes, is this where we would discuss the placing of signs along highways?

Mr. McNab: No, that's on a maintenance vote.

Mr. Stokes: I'm not talking about the general maintenance of the highway. I am talking about people who seek authority to put up signs advertising certain things. On one occasion I had cause to represent the Lutheran Church who wanted to put up a sign on the highway. Of course, it is the policy of your ministry to charge people who put signs up—even church groups.

On another occasion, I tried to prevail upon district personnel to allow a particular tourist group—the tourist group that is banded together along Highway 11, which stretches all the way from Nipigon around over to Hearst—which wanted to put a sign up at the intersection of Highways 11 and 17 in Nipigon, close to the junction, to indicate that by turning left if coming east on Highway 17, or by turning right if going west on Highway 17, that motorists were entering a whole new tourist area.

As I say, it's an area that's off the beaten path in terms of the north short route. We just run into obstacle after obstacle in trying to get a sign up there at that junction, and we still haven't succeeded. I was after your predecessor and he said: "Yes, we'll look into it and if you discuss it with the Minister of Tourism and Information at that time, we will do something about it."

Now we still haven't been successful in getting a site along Highway 17 at the junction of No. 11 to indicate that there's a whole new vista ahead, if someone wants to take that turn off Highway 11. And it seems a very reasonable request. You know, you get these regulations. I suppose they come from the ivory tower down here and have to be implemented by people up in the north who are trying to bend over backwards to help development. These roadblocks are continually being thrown in their path.

Hon. Mr. Carton: Jack, is this a recognized tourist area?

Mr. Stokes: It sure is.

Hon. Mr. Carton: By the ministry?

Mr. Stokes: Exactly.

Mr. McNab: Well, then there's no reason why it should not be erected.

Hon. Mr. Carton: There shouldn't be any trouble in getting it, then.

Mr. Stokes: Well, your predecessor told me this, the former Minister of Tourism and

Industry told me this. What will I tell them: "Just go ahead and put up a sign"?

Mr. Givens: Sure, go ahead.

Hon. Mr. Carton: You'll have it done tomorrow. Just direct it to the deputy.

Mr. Stokes: Good!

Madam Chairman: Item 4 agreed to.

Mr. Martel: Madam Chairman, if I might, I want to question the minister.

Madam Chairman: Are you coming on to item 5?

Mr. Martel: No, I'm on district administrative services.

Madam Chairman: A little faster, Mr. Martel, we are ahead of you.

Mr. Martel: Oh, Madam Chairman—

Madam Chairman: We almost had you.

Mr. Martel: I'm tired today. Had a rough day yesterday.

Hon. Mr. Carton: I thought you looked better than usual.

Mr. Martel: Well thank you. After this next one, you might not be so sure.

I'm concerned about things that go on at the administrative level. I wrote the deputy minister back in November concerning expropriation of land. What I'm really asking is how these districts—

Hon. Mr. Carton: Is it expropriation of land?

Mr. Martel: No, no!

Hon. Mr. Carton: Under "construction".

Mr. Martel: No, you're not getting it, Gord; sorry.

Mr. Ruston: Always trying to bypass.

Mr. Martel: Sorry, Gord, we're gone as far as we're going to go on that one. We're talking about the administration at the district level, aren't we—district administrative services. But land was expropriated—that's fine, and you can put that one off somewhere else.

What disturbs me, Mr. Minister, is how in the world do you expropriate? Or does the administration in an area come in with offers after discussing it for the same quantity of land; one at \$35,000 or so, and

another one at \$3,800. These are administrative decisions. How can it be so disproportionate in the same area; exactly the same area? Can things be so different? What you are getting the land for is to widen the road, improve the quality of the road, which is commendable; but the types of offers made to two people really boggle the mind, Mr. Minister. There's just no continuity?

In fact, this is why, as the deputy minister knows, for three or four years I've complained in this group about what's written in the public accounts; because you don't tell us anything on the quantity of land being taken, or you don't tell us the location. But here is a prime example of what I complained about—1.18 acres from each of two men. One man gets buildings rebuilt for him, he gets three beautiful camps; the next guy is totally ruined. And the offers are just so out of kilter, or out of whack as to be not even credible, Mr. Minister. Now how is this reached?

Hon. Mr. Carton: Well again, Elie, I want to be sweet reasonableness personified, but if you look in your next vote, it says "construction and property acquisition" and it comes under that particular vote. First of all, the district people do not expropriate property.

Mr. Martel: No.

Hon. Mr. Carton: It's done through the head office but if you'll be patient, it comes up and it's spelled out in "property acquisition" in vote 1903, item 1.

Mr. Martel: Well, Mr. Minister, with the greatest of respect, who makes the administrative decisions with respect to going ahead with construction in an area? Is it not the local people?

Hon. Mr. Carton: No. Definitely not.

Mr. Martel: Everything is decided here?

Hon. Mr. Carton: Well now, that's a loaded question.

Mr. Givens: He is a loaded member.

Mr. Martel: Right, so let's find out. I got that, Phil.

Mr. Givens: Right! If you like it, keep it.

Mr. Martel: Who makes those decisions?

Hon. Mr. Carton: I would like to talk on property acquisition at some length; but

really, would you wait till the proper vote? I have a raft of material here and I'm sure there'll be many questions on property acquisition.

Mr. Martel: I won't panic on it—we'll try another one then. Under administrative.

Madam Chairman: Okay. Under administrative—you have got another item?

Mr. Martel: Yes, oh yes. I have also written the deputy minister, again on May 24, on a controlled access highway. I realize, however, what the department is attempting to do in the case that I wrote the deputy minister about. If the actual buildings had been started before this was designated as a controlled access highway, would the administration in a particular area have the right, then, to revoke building permits, even after the actual footing and so on had been poured for a motel?

Hon. Mr. Carton: Yes—

Mr. Martel: Would the administration in the district, after permits had been granted and the footing had been poured with respect to a motel, have the right to say "no" at that stage. Could they say: "You can't continue to build, despite the fact we have given you a permit"?

Hon. Mr. Carton: I'll have Don Crosbie answer this, Elie.

Mr. D. A. Crosbie (Assistant Deputy Minister, Administration): Madam Chairman, the permit the member referred to, I assume, would be a municipal permit?

Mr. Martel: No, highways.

Mr. Crosbie: Well we wouldn't have issued the permit prior to the designation of the control, or the designation of a highway.

Mr. Martel: Under the Highway Improvement Act.

Mr. Crosbie: Well, I'd like to get the facts straight. You stated that the highway was designated after—

Mr. Martel: Right!

Mr. Crosbie: —the building was constructed?

Mr. Martel: No, after the footing was poured.

Mr. Crosbie: Yes, now was it a King's highway prior—

Mr. Martel: Highway 17 east of Sudbury.

Mr. Crosbie: And then it was designated as a controlled access highway?

Mr. Martel: Right!

Mr. Crosbie: Was designated?

Mr. Martel: Right!

Mr. Crosbie: Well under the designation of controlled-access, it would be necessary to have approval to continue with the construction. But if an existing permit was in existence, the rights under that permit wouldn't be taken away without some compensation.

Mr. Martel: Well, I have written the deputy minister as late as May 24, re this matter; a rather lengthy letter, and submitted documentation to him. I'm still awaiting a reply, because these people want to proceed with building and they can't. They haven't been approached with respect to buying them out. At the present time they also own a restaurant, and they want to move in with a motel and gas pumps and—

Hon. Mr. Carton: I'll check into that, Elie. What date was the letter sent?

Mr. Martel: May 24, 1972.

Hon. Mr. Carton: The deputy was away at that time.

Mr. Martel: Well, fine. I will wait to make sure.

Madam Chairman: Anything further, Mr. Martel?

Mr. Martel: Do you want to discuss the local roads boards under this, local administration—or under some other item?

Hon. Mr. Carton: Under 3 please, Elie.

Mr. Martel: All right! See how co-operative we are?

Item 4 agreed to.

Madam Chairman: Item 5—development roads. Mr. Haggerty.

Mr. Haggerty: Yes, Madam Chairman, I would like to pursue here a matter in the former county of Welland. This is where the Department of Highways, at that time, had made a swap with the—well, it's regional council now. This was to deal with a re-

gional road—29 I guess it is, 29—the Weber road. I guess the deal was the province would build the Weber road as a development road and then would, I guess, rebuild Highway 3A up to the standard that it should be as a highway. I don't know whether this has ever been completed or not. I don't believe it has. But my point is, I would like to know why they didn't complete the Weber road as a development road, as I think the agreement was between the county of Welland and the province at that time?

I didn't want to see Mr. Wilmot sit back and not have to answer anything today.

Mr. C. R. Wilmot (Municipal Branch): What specifically has not been done on the Weber Rd., sir?

Mr. Haggerty: The railroad crossing, the signals that should have been built or constructed there. Well, that's at TH and B railway crossing.

Mr. Wilmot: Would it be acceptable to you sir, if I check into this and report to you tomorrow on it?

Mr. Haggerty: I will probably get the answer that the development road was only to go to Pelham Rd. S.—that's another regional road, that's No. 36, from Fonthill down to the Weber Rd.

Mr. Wilmot: I am not intimately familiar with the details of the points of termination of this so I—

Mr. Haggerty: I think it stopped just at that intersection there before it crossed the railroad, but then the province, in agreement with the city of Welland, constructed a bridge at Lincoln St. and that brought the development road over that railroad crossing and it sits there today without the proper signals.

Mr. Wilmot: It would not extend the limits of the development road, sir. The limits would remain the same.

Mr. Haggerty: Well why would it not when you constructed the bridge at Welland, at Lincoln St. crossing?

Mr. Wilmot: Well the bridge at Lincoln St. was not constructed under a development road agreement.

Mr. Haggerty: But it should have been. Now who is going to pay for signals?

Mr. Wilmot: No, there is no authority under the Act to extend a development road into the city.

Mr. Haggerty: But in the original agreement, if I can recall, Highway 3A runs into the city of Welland, right? If I am not mistaken the agreement was that they would locate the bridge there or something in exchange for this section of 3A to connect up with the Weber road. Now you just can't have two developments in that area and then stop at this railroad crossing and say, "Well, we don't give a damn about the signals there or the motor vehicles using that or the pedestrians."

Mr. Wilmot: Well this would be a regional responsibility, Mr. Haggerty. It would be up to the region to sort out the question of the railway crossing.

Mr. Haggerty: Well, why would it be the region when I think it should have been completed when the development road was completed? I mean, how can you have an agreement in the deal to exchange 3A to construct a development road there? You know the region has been saddled with all of 3A, which was a provincial highway?

Mr. Wilmot: This is quite true and there were two separate arrangements made, one with the city and one with the old county of Welland.

Mr. Haggerty: That's right.

Mr. Wilmot: And I submit to you, sir, that the then department's commitments have been maintained throughout. Now if there has been a small portion between these two which was omitted, either inadvertently or otherwise, it is the responsibility I believe of the region, and there is a normal financial assistance programme for the region which would look after this.

Mr. Haggerty: Well, there is a problem there anyway with the railroad crossing. It is a well travelled road right now and that section has no proper adequate signal protection at all. There have been a number of accidents there and I feel it is the responsibility of the Department of Highways when they make an exchange or a swap from provincial highway for a development road and then leave them saddled there with the cost of constructing railroad signals.

Mr. Wilmot: Well, sir, with respect, the cost of improvement of that intersection isn't a major amount in comparison to the total

annual budget of the region, and the determination to do something on that crossing lies primarily with the region. I would respectfully submit that you contact Mr. Eidt or one of the regional councillors.

Mr. Haggerty: Well there is no doubt it does now because the arrangements have been made for the swap, so it probably falls back on to the region. But I think the province should have constructed the proper signals at that crossing and not just throw it back to the region. I know that they have got enough problems now when they absorb, I forget how many miles now, of provincial highways that are going to be an additional cost to that region. They can't afford to go out and pay—

Mr. Wilmot: I would suggest to you, sir, that it is well within their financial competence to look after that if they choose to do so.

Mr. Haggerty: I will tell you this much, I wouldn't want to get into a deal with you fellows any more, I don't think, if this is the way you are going to run things. And I will tell you this much, if I had been sitting on county council I would never have made that final deal.

Hon. Mr. Carton: I was just going to say, wouldn't the agreement be set out at the time? It would set out the details.

Mr. Haggerty: Yes, the agreement was they were supposed to replace O'Reilly's Bridge—

Hon. Mr. Carton: Whose bridge?

Mr. Haggerty: O'Reilly's Bridge—it is a good Irish name—just to tie in at the Pelham south line to connect with Broadway Ave. in Welland and somehow politics got into the situation—

Hon. Mr. Carton: Oh, that's what happened? It's the local people.

Mr. Haggerty: —where the bridge was constructed at Lincoln St. and if it had been constructed across south Pelham as it should have been in the agreement with the county, then the traffic wouldn't have had to cross the railroad at that intersection. But now since you have built the bridge in Welland and O'Reilly's Bridge is still sitting there, it is rather distasteful. You talk about some of the problems you have up here; here, a school bus has to come up to this bridge, stop, unload the children and pray to God that they

can get across that bridge, and then the children have to walk across the bridge. You know, it is only good for one lane of traffic.

Mr. Martel: Did they renege?

Mr. Haggerty: Did they ever renege?

Mr. Martel: I wouldn't have expected it of this department.

Mr. Haggerty: No, I didn't either but they have some place along the line.

Hon. Mr. Carton: Come on, O'Reilly and Kelly, let's stop it.

Mr. Martel: It blows my mind.

Mr. Haggerty: No, but there it is right there. The development road would probably never have had to cross that intersection of the railroad there if they had followed the suggestions of the need study report of the county of Welland at that time. I don't think we would have had the problems we have there today.

Mr. Wilmot: Mr. Haggerty, I think you would also remember that it was at the city's request that the Lincoln St. bridge was built.

Mr. Haggerty: This is right. This is where I said politics come into the picture, but if they had followed the report of the county needs study it said the bridge should be at south Pelham, one bridge there to replace O'Reilly's Bridge which has never been reconstructed.

Mr. Wilmot: I think this is only one of a number of historic differences between the county and the city of Welland, sir.

Hon. Mr. Carton: I think that is a good point to end.

Mr. Haggerty: No, I don't think it is a good point to end. I was just wondering when O'Reilly's Bridge is going to be replaced? While we are on to this now, I think, perhaps the deputy minister should have the answer to that. It has been kicking around now for 10 years you know.

Hon. Mr. Carton: I haven't heard about O'Reilly. I had the city—

Mr. Givens: Why don't you change the name to Haggerty's Bridge and solve the problem?

Mr. Martel: No, if Bert Gilbertson can get a bridge what is the matter with you, Ray?

Hon. Mr. Carton: I have had a delegation in from there but it wasn't on O'Reilly's Bridge. I really know nothing about it.

Mr. Martel: We have got the Gilbertson Bridge.

Mr. Haggerty: Come on, Mr. Wilmot, you must have the answers. Let's have them now.

Mr. Wilmot: Madam Chairman, Mr. Haggerty, I think perhaps what I should do is get the copies of the signed agreements out and you and I can review them at some other time.

Mr. Haggerty: Well they must have been—

Mr. Wilmot: I think I can prove to you, sir, that the ministry has lived up to all the obligations that it undertook in those agreements.

Mr. Haggerty: Well, Madam Chairman, I don't want to come back to any signed agreement, but I believe I was chairman of that county roads and I think at that time the agreement with the department was that they were to replace O'Reilly's Bridge at the same time as Lincoln St. bridge was to be constructed. Until this day that bridge still sits there and the school children have to walk across it.

Mr. Young: It is going to be funny to find your signature on that.

Mr. Haggerty: No, I don't think you'll find my signature on that. There might be a motion there though. I was just wondering when the Department of Highways was going to get on to the construction of this bridge to replace O'Reilly's. I don't think they should be pussy-footing around any longer.

Mr. Wilmot: Madam Chairman, again, Mr. Haggerty, I submit to you that the reconstruction or otherwise of O'Reilly's Bridge lies with the region.

Mr. Haggerty: It does now. This is right.

Mr. Wilmot: Our ministry does not propose municipal works. We answer to them, but the initiative lies with them as you well know.

Mr. Haggerty: I agree with you. But the agreement was before though, before the region came into effect.

Mr. Wilmot: I say again, sir, with respect, that we have lived up to the terms of the agreement. I will bring you a copy of it.

Madam Chairman: Anything further? Mr. Laughren?

Mr. Laughren: Thank you, Madam Chairman. At the present time, I believe the ministry has a policy in which, if they are going to develop a road, they will declare it a development road and assume the maintenance and construction costs for a period of time. I think that time is limited at the present time.

Do you have any kind of policy in which a lakefront, for example, might be developed and say 50 to 100 to 200 cottages are built up around the lake; and then that road reverts back to the municipality? Assuming now it is an organized territory and reverts back to the municipality, and the municipality assumes the cost of maintenance of that road, summer and winter, have you thought about the problems facing the people in those municipalities?

It may be a very small number of people but they may have to assume the greatly increased maintenance costs of that road because of cottage people at the very end of the road—both in terms of the maintenance suffered in the spring and fall and in dust control over that road during the summer.

Hon. Mr. Carton: The acceptance is up to the municipality. And if they accept it, then we pay the maintenance.

Mr. Laughren: Yes, but you don't automatically accept it. If they make a request to you that that road be declared a development road, you will maintain it then?

Hon. Mr. Carton: It's not a development road as such. That's not my understanding of a development road.

Mr. Laughren: No, but I am asking you what is your ministry's position when a road becomes developed in that fashion through no fault of the municipality itself, but merely because there's a lake at the end of the road, and those people at the end of the road surrounding that lake are not paying their share of the maintenance on that road? In small municipalities that could be a considerable cost.

Mr. McNab: Well, in the first place, sir, that road must be accepted by the municipality as being its responsibility—taking it over from whoever constructed it.

Mr. Laughren: What if it was theirs right from the beginning?

Mr. McNab: Pardon?

Mr. Laughren: What if it was always their road?

Mr. McNab: If it always was the municipality's road?

Mr. Laughren: Yes.

Mr. McNab: If it was always the municipality's road, and it's up to a standard, then we can, according to the Highway Improvement Act, subsidize it. They are eligible and will receive a basic 50 per cent, depending on what their subsidy is to the township, from the department.

Mr. Laughren: Yes. I know that. What I'm saying is—

Mr. McNab: What's your question?

Mr. Laughren: My question is, and I'll repeat it for the third time, is there any possibility, or has your ministry considered declaring roads like that a special category, such as you do with special development roads, in order to pick up some increased provincial share of the cost of maintenance? Because the municipality should not be responsible for maintaining that road when it's not the residents of that municipality who are using it.

Hon. Mr. Carton: No. We are not considering that.

Mr. Laughren: Do you not see that that is not fair to the people of the municipality?

Hon. Mr. Carton: I'm not arguing on that point. All I'm telling you—

Mr. Laughren: Do you agree it is unfair to the people of the municipality?

Hon. Mr. Carton: That depends entirely on the circumstances. I don't know if we could do it. It's not our policy. At least, we are not going to change our policy with respect to it.

Madam Chairman: Mr. Spence.

Mr. Spence: Madam Chairman, I would like to ask the minister a question. You have here around \$300,000 estimated as the cost to be spent on development roads in the province?

Hon. Mr. Carton: To maintain development roads. Yes, there is a vote on con-

struction in 1903 that is some millions, actually.

Mr. Spence: Well I understood when you built a development road you handed it back to the county in which it is located, and they maintained it and paid for the upkeep. I just wondered why the \$300,000? I thought you were building a development road?

Hon. Mr. Carton: It is during construction that this maintenance takes place.

Mr. Spence: During construction—right.

Madam Chairman: Is there anything further on item 5?

Item 5 agreed to.

Item 6—roads in unincorporated townships in northern Ontario. Mr. Martel?

Mr. Martel: Madam Chairman, might I ask the minister how many miles of road the department is responsible for? Before I ask that, does this include, when we talk about these local roads boards, roads under local roads boards?

Hon. Mr. Carton: Yes, the local roads are statute—

Mr. Martel: Does all the payment come from this \$1.6 million—for local roads boards?

Hon. Mr. Carton: No, but this includes the maintenance.

Mr. Martel: Unincorporated townships?

Hon. Mr. Carton: Unincorporated townships.

Mr. Martel: Right, where there are local roads boards looking after the roads?

Hon. Mr. Carton: Right.

Mr. Wilmot: Mr. Martel, there is a construction vote also in 1903.

Mr. Martel: Yes, I'm not talking about construction. I'm just talking about maintenance at the present time. This would be the total sum allocated to match what local roads boards are contributing insofar as maintenance is concerned, if we can break it down that way?

Mr. Wilmot: Yes, our share of their maintenance would come out of this.

Mr. Martel: Right, Two to one, as I undersand it?

Mr. Wilmot: Basically, yes.

Mr. Martel: How many miles are we talking about, roughly?

Mr. Wilmot: I'm sorry, sir, but I don't have the mileage of local roads boards with me. However, there are 196 of these boards. I would presume that they would have approximately 20 miles apiece.

Mr. Martel: Twenty miles apiece, and you say there are how many?

Mr. Wilmot: One hundred and ninety-six.

Mr. Martel: We're talking roughly 2,000 miles then?

Mr. Wilmot: Yes.

Mr. Martel: If my mathematics are correct—if you will forgive me for one moment, Madam Chairman—we are talking about—

Mr. Wilmot: That would be about ,3,800 or 3,900 miles, sir.

Mr. Martel: Thirty-eight and thirty-nine hundred miles?

Mr. Wilmot: Yes. Your mathematics are wrong.

Mr. Martel: My mathematics just went out out the window. If you will bear with me for just another moment then, I'll try again. What I want to make is a comparison of what you are allowing roughly per mile for maintenance per year, which you will readily see if you look at it from that point of view—well there is just no way that it meets the need. We're talking in terms of what; less than \$400 a mile?

Mr. Wilmot: Well, I would suggest to you that you would have to add the third put up by the local roads boards.

Mr. Martel: Right. Well we're talking about \$600 at maximum.

Mr. Wilmot: These figures will scale around that average figure quite a bit.

Mr. Martel: Yes. It's not too hard to understand then why the local roads boards, the roads under their jurisdictions, are usually in such deplorable states?

Mr. Wilmot: I would suggest, sir, that the limiting value is the amount of money that they put up. Not what we put up.

Mr. Martel: Well, I have local roads boards. I can show you one bill that I've

been in constant contact with the department about for well over a year now; where the residents paid \$132 in local roads boards tax last year. I suggest to you that nobody can pay \$132 in local roads boards tax. This is the case, however, in Dryden township. It just boggles the mind how someone can pay \$132 in one year in local roads boards tax. I have asked this to be investigated, and the latest reply I got was March 21. It was still being looked at after almost a year. That is one complaint I have.

The second complaint I have with respect to local roads boards is that the campers, who use the local roads boards, by and large, are the ones who cause it to deteriorate the most and are the ones who are the most difficult to get any type of co-operation from.

In fact, more than one local roads board has gone down the drain because the campers have out-voted the people who live in the area. Therefore there is no one to look after the roads. It seems to me that it is time the department stepped in to provide some type of assistance, whether the campers like it or not. Because those people who live along local roads boards have to utilize those roads the year round. And in the fall, the summer, and the winter they are murder. Not the summer, but the spring.

The only time that the camp-owners use them is when the roads are in fairly good shape. I suggest that there is not nearly enough money for this undertaking. We find tremendous problems with dust in summer. They're lucky if they get one or two treatments a year of oil. Not of oil—

Mr. Haggerty: Some don't get that.

Mr. Martel: Right—calcium. I think the department has got to become realistic in this problem in the unorganized townships. I know that I get plagued in winter because of inadequate ploughing. I get plagued in summer because of too much dust, and I suggest to you that there is not nearly enough money to meet the needs.

Maybe we can elicit a response from the minister on what he intends to do about it, because this isn't the first year I have raised this problem. The sum of money hasn't increased greatly, if you look at the estimates.

Mr. Gilbertson: If they pay more, they get more.

Mr. Martel: I am telling you I know people paying \$132. How much do you pay in taxes

for roads per year, Bernt? They pay the same gas tax you pay.

Mr. Gilbertson: We don't want to go nit-picking into that; we've got lots to do.

Mr. Martel: Right. He's not going to rock the boat now.

Interjections by hon. members.

Mr. Martel: Maybe the minister could help us out. It is a real problem from the point of view of organizing and inadequate funds. Does the minister just shake his head—

Hon. Mr. Carton: The minister will bear this in mind when he presents his estimates to the Management Board. But I would point out that we do provide two-thirds of the funds and we do act when we are asked to act on this programme. But, again, it is a matter of budgeting.

Mr. Martel: I appreciate it is a matter of budgeting, Mr. Minister, but I also appreciate the problems these people have. You know, I have had a local roads board turned down because the campers outweigh the residents. What happens when you can't even get a local roads board into existence? Campers don't even want to pay the \$10 or \$12 that they are paying in local roads board tax. What do we do then?

Mr. Gilbertson: The campers are all from Sudbury East.

Mr. Martel: No, they are all from Toronto.

Mr. Givens: They go to Ontario Place.

Mr. Martel: But how do we help these people, Mr. Minister? You wouldn't think they are in Ontario the way some of them are treated.

I drove over an extension of one of your roads the other day, Highway 637, and in that district I imagine there has to be four local roads boards off that road. Some people aren't even taxed for local roads board purposes. They just follow one jurisdiction and they are on the right side of the road. It is just a mess, Mr. Minister; the whole programme needs some revamping.

Hon. Mr. Carton: Again, I am conscious of your plea on behalf of them and I will bear it in mind when I go to Management Board, but don't hold your breath because—

Mr. Martel: Could you set up a committee then to study the problems of these people

who come under local roads board jurisdiction with respect to what changes could be made in the regulations to improve the situation and to improve how you bring about the vote, for example?

Hon. Mr. Carton: That's a reasonable request. I'll look into that.

Madam Chairman: Mr. Haggerty.

Mr. Haggerty: Yes, I was looking for the member for Renfrew South. Last summer, both of us took the trip up to Moosonee; it was a very nice trip, but I don't know who looks after the roads in Moosonee, they are just deplorable. When you get off the train there, you talk about dust; they had about one bus up there, two taxis and the odd motorcycle, but you couldn't see the main street or anything for dust.

I don't think anybody does any road maintenance whatsoever up in that area. I was just wondering if you couldn't take some oil up there and spread it around to keep the dust down on the few roads they have there. There must have been about 1,200 persons got off that train and you couldn't see down to the waterfront at all.

Mr. McNab: This is the municipality, not this department.

Mr. Haggerty: I know it is under the Department of Municipal Affairs, but surely you have some initiative here. After all, they are paying gasoline tax up there too.

Hon. Mr. Carton: We have—

Mr. Haggerty: If they spent as much money as they did on that liquor store, they would have good roads up there. It's one of the largest liquor stores in the Province of Ontario.

Mr. MacBeth: The people are better oiled than the roads up there.

Mr. Stokes: I wonder if the minister or one of these people could give me a rundown on the \$1.6 million that you are going to spend this year on maintenance for unincorporated townships in northern Ontario, which is up marginally from last year. It seems to me that in the breakdown, more than a quarter of it is for salaries and wages, and there is \$1.3 million for services. What are those services? Is this for equipment or material that you use? Is this what goes to make up the two for one that you spend in co-operation with the local roads board? Could you give me a breakdown of the \$1.3 million?

Mr. K. Foley (Economics Branch): The member answered the question; it is both for materials and equipment and for payments to contractors.

Mr. Stokes: In other words of a total expenditure of \$2,080,000 only \$1.3 million is for actual services; almost \$700,000 goes to administer the programme.

Hon. Mr. Carton: Supplies and equipment are in there.

Mr. Foley: There's "own account spending," which comes to \$450,000 in labour and \$270,000 in equipment and supplies; so it is broken down in terms of what we use on our own account and what we use on others' account in effect.

Mr. Stokes: I see.

Mr. Foley: So it is not true to suggest that 35 per cent of it is built into administration and the balance goes in direct. The labour component of it is also embodied in that.

Mr. Stokes: Good, that is all I wanted to clarify. Thank you.

Madam Chairman: Shall item 6 carry?

Carried.

Item 7—municipal maintenance.

Mr. Minister and gentlemen, I would remind you that we will be recessing at 5:30 p.m. this evening and reconvening at 8 o'clock and that tomorrow we will sit concurrently with the House.

Also I have had a request from Hansard: Will you please speak more directly into your mikes? They are having difficulty picking up the voices.

Mr. Martel: It's the answers from the minister that they are having difficulty picking up.

Mr. Germa: Will you repeat what is going to happen tomorrow, Madam Chairman?

Madam Chairman: I understand the House will probably sit tomorrow.

Mr. Germa: And we will follow the same hours?

Madam Chairman: And we will follow the same routine.

Hon. Mr. Carton: We don't sit tomorrow night, do we? Wednesday night?

Madam Chairman: Do we not? I beg your pardon.

Hon. Mr. Carton: Not yet anyway. That's right.

Madam Chairman: Mr. Spence.

Mr. Spence: Do the budgets for the counties and the townships come under this item?

Hon. Mr. Carton: That's right.

Mr. Spence: Mr. Minister, as I understand it, you have tried to restrain spending. I also understand a lot of counties have had their budgets cut this years.

Hon. Mr. Carton: That's right.

Mr. Spence: And, of course, this is of tremendous concern to a lot of the counties; even my own county has had its roads budget cut, I believe by \$120,000, which means that's doing away with four miles of paving in the county of Kent. And, of course, the cost per mile has increased considerably; maybe I am not correct but I understand it is about \$60,000 a mile to grade and stabilize and pave a mile of county road today.

Of course, in 1940 we could grade and stabilize and pave for \$22,000 or in that neighbourhood. The hot mix that we used at that time was only about 2½ in. thick. Today these county roads are unable to stand up to the loads that the trucks are drawing over them. With the drop in the county of Kent, losing four miles, this county is going to get behind considerably in upgrading the county road system.

I know we have to consider the taxpayer but it is of great concern to a lot of reeves that we have some very poor county roads on account of the fact they should have been upgraded two or three years ago. It is of great concern to the reeves and the different municipalities and, of course, those who drive the automobiles. It is one thing to upset an automobile owner or the man who uses these roads with his car; it doesn't leave too good a feeling with him.

This is a great concern. I don't know how we are going to overcome it but to have the grants cut is going to put the counties in a very difficult condition. Maybe, Mr. Minister, if there isn't more money spent on our county road system we are going to go back; instead some of these roads that have been paved, we will have gravel roads.

I wonder what the minister has to say in regard to the cutbacks this year? Of course, there are some counties that haven't been cut whatsoever. It is astounding that some counties have been cut considerably; others have not. You must have a formula or something that you use. Why would three or four counties in a group have their road budgets cut and one will not have any cut whatsoever?

I wondered if the minister could enlighten me on what course or what action or what formula is used to cut the grants back or how you arrived at the cutback?

Hon. Mr. Carton: Jack, I think what you are talking about is construction, which is in the next vote.

On maintenance I am informed that there was a 3.5 per cent increase over last year for the counties. If you will wait until the next vote, because this is a common problem to all the counties and municipalities because of the budget constraints. I have had about 25 or 30 delegations in on this matter but if you would wait, please, until the construction vote—on maintenance there was an increase of 3.5 per cent.

Madam Chairman: Mr. Givens is next.

Mr. Givens: Madam Chairman, I have a few questions I wish to ask. I don't know whether somebody has a quickie or whether you want to break now or what?

Madam Chairman: Go ahead.

Mr. Givens: Madam Chairman, the estimates for municipal maintenance are being increased by upwards of \$2 million. Having sojourned in northern—

Hon. Mr. Carton: It is increased by \$2,100,000, right.

Mr. Givens: By \$2,100,000. Having had a sojourn in northern Ontario we will come back to the "queen city" for a while.

The Metropolitan Toronto road maintenance subsidy allotment for 1972 represents six per cent of the 1972-1973 estimates of \$84 million. That stands at about \$5 million. In 1968 the Metropolitan Toronto share of the 1967-68 expenditures was 8.6 per cent. During the same period from 1967 to 1968, Metropolitan Toronto assumed from area municipalities approximately 27 miles of additional road or a percentage increase of 7.5 per cent. There appears to be a trend toward reducing the aid to Metropolitan

Toronto for road maintenance. Is there any justification for this decrease under the circumstances?

Hon. Mr. Carton: I am just trying to keep up with your figures.

Mr. Givens: All right, then I'll repeat them. We are spending this year in Metropolitan Toronto for road maintenance—Metropolitan Toronto roads, not area roads. I will come to that—six per cent of the present estimate of \$84 million, that is, \$5.04 million. In 1968, Metropolitan Toronto was granted 8.6 per cent, but during that time it acquired an additional 27 miles of roads which was a percentage increase of 7.5 per cent of roads. It seems to me that the trend, when you look over the years, is going down. Is there any justification for this reduction in road maintenance grants to Metropolitan Toronto, having regard for the facts that I have just mentioned.

Hon. Mr. Carton: There is no justification for it, but I would point out that it's like all the problems we have relative to budgeting. Also I might point out that the increase in capital subsidy that was paid to Metro Toronto over that time was certainly enhanced.

Mr. Givens: With respect, capital is capital and maintenance is maintenance. The roads are in awful shape. There are more now to be taken care of, and the trend is downwards, rather than being maintained at the same level or having an increase, having regard for the fact that the responsibility has gone up, because Metro has acquired new roads. If there is a reason for this, if there is a justification, I just want to know what it is, because the figures go down. From 1965 to 1972, they go down to six per cent, which is what they are now. The burden has increased. Having regard for inflation, having regard for the increase in labour costs, and for the fact that they have acquired additional responsibility, why is there a reduction?

Hon. Mr. Carton: Mr. Foley will speak to that, because he has a more detailed breakdown than I have in my book.

Mr. Foley: I don't have the figures back to 1968, but I do have them from 1970 to date. The total increase in percentage terms is 16 per cent, over what I guess comes out to a three-quarter period, in terms of maintenance expenditures.

Mr. Givens: The total increase is 16 per cent?

Mr. Foley: That's right.

Interjections by hon. members.

Mr. Foley: I am talking about the percentage of increases in grants to Metropolitan Toronto. Since 1970 through to the end of the 1972-1973 fiscal year it has increased by 16 per cent.

Mr. Givens: My figures show a decrease in provincial subsidy maintenance payments to Metro Toronto, going down to six per cent. That's what it is this year. Do you happen to have Metro's figure?

Mr. Foley: I have Metro's figure—

Mr. Givens: Percentage?

Mr. Foley: Not in percentage. I have just calculated the percentage now.

Mr. Givens: What's the quantum?

Mr. Foley: It was \$4.2 million in 1970, rising to \$5 million in 1972-1973.

Mr. Stokes: I think you were saying you were getting a smaller percentage—

Mr. Givens: That is what I said. We are getting a smaller percentage.

Mr. Stokes: —of the total budget.

Mr. Givens: Yes, the total budget.

Hon. Mr. Carton: Every time the budget goes up, do you expect Metro to get a bigger portion of the total provincial budget?

Mr. Givens: No, but I expect it to be consistent with what it was in 1968, having regard for the fact that the responsibility is increased.

Interjections by hon. members.

Hon. Mr. Carton: I think what Mr. Foley was saying is that dollar-wise it has gone up 16 per cent from 1968 to 1972. What you are saying is that, taking the whole budget in total, the whole provincial budget, you expect Metro Toronto—and that's your privilege as a Metro member—to keep constant. In other words, when the provincial budget goes up, Metro Toronto should get—

Interjections by hon. members.

Mr. Givens: To have stayed cost and percentage wise, particularly having regard for the increase in responsibilities with the additional 27 miles.

Hon. Mr. Carton: You won't find me arguing with you, but I'm sure the other hon. members would.

Mr. Ferrier: Yes, sir.

Mr. Givens: Mr. Chairman, you know, it's pretty parochial. I don't know why it always has to be a contest between us and them. I never begrudge anybody else anything.

Mr. W. Newman (Ontario South): You do. You did just now.

Interjections by hon. members.

Mr. Givens: Well, no, no I'm not—

Mr. Stokes: You're talking about the same economic pie. It all depends on how you cut it.

Mr. Givens: Those of us who are members here represent the areas that we come from. I certainly don't criticize anybody else for raising a question with respect to things that they want in their area. I don't see why it always has to be something at the expense of somebody else. I'd like to continue, Mr. Chairman.

Mr. Germa: It doesn't grow on trees.

Mr. Ruston: You fellows should think of that, too, then.

Mr. Givens: You should have thought of that when you built Ontario Place.

Mr. Ferrier: We've got a lot more catching up to do than you have down here.

Mr. Givens: The next question I'd like to ask is what is the percentage of the total maintenance subsidy allotment for the area municipalities in this area and Metro Toronto—they're separate—compared to your estimates for the 1972-1973 period?

Mr. Foley: Sorry, I can't help you.

Mr. Givens: What is the percentage of the total maintenance subsidy allotment for area municipalities? Just as we talked about six per cent and 8.6 per cent before, what is the percentage for the area municipalities for maintenance of roads?

Mr. McNab: For the boroughs?

Mr. Givens: The boroughs, yes. The area municipalities. There are six of them.

Mr. Martel: Didn't you get a briefing?

Hon. Mr. Carton: I happen to be near a brief.

Mr. Givens: I'd like to know, Mr. Minister, whether the area municipalities or the boroughs—you know what I mean, the six areas—show a decline in the percentage of maintenance expenditures as a share of the provincial expenditures on the same basis as Metro Toronto? Are they somewhere in the neighbourhood of six per cent? Or are they higher or lower? That's what I'd like to know.

Hon. Mr. Carton: We can get those figures, but they're not in any of the books here because these are a combination of construction and maintenance apparently.

Mr. Givens: All right. You'll be getting them for me, Mr. Minister?

Hon. Mr. Carton: Yes.

Mr. Givens: Madam Chairman, the next question—

Hon. Mr. Carton: As a matter of fact, just to show you, if I might—we only have one minute left. You asked a question yesterday about the Yonge St. subway from Eglinton to Finch. I have the answer today. The total estimated cost is \$140 million. The total subsidizable expenditure is \$120 million and the estimated subsidy is \$60 million.

Mr. Givens: What does that come under in these estimates, Mr. Minister? That amount of money that you're coughing up in that—

Hon. Mr. Carton: Part of it will be under the construction vote, 1903.

Mr. Givens: Construction?

Madam Chairman: Mr. Givens, before you proceed, would you like to let us adjourn at this point and finish up this evening? Is that all right?

Mr. Givens: Thank you.

Madam Chairman: We'll reconvene this evening at 8 o'clock.

It being 6 o'clock, p.m., the committee took recess.

CONTENTS

Tuesday, June 13, 1972

Maintenance programme, continued S-1209

Recess S-1234

S-41



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications

Chairman: Mrs. M. Scrivener

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Tuesday, June 13, 1972

Evening Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

TUESDAY, JUNE 13, 1972

The committee resumed at 8 o'clock, p.m.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

(continued)

On vote 1902:

Madam Chairman: Mr. Minister, and gentlemen, the meeting will come to order. We are on page 242 in your book, at vote 1902, and we were in the process of debating item 7. Mr. Givens was then in full flow when we stopped at 5:30—

Mr. P. G. Givens (York-Forest Hill): And I will speak right into the microphone.

Madam Chairman: However, I want to announce substitutions for the record: Mr. Young for Mr. Cassidy; Mr. Newman for Mr. Drea; Mr. Givens for Mr. Worton. Would you care to proceed, Mr. Givens?

Mr. Givens: I will speak right into the microphone so that the Hansard reporters can pick me up.

Madam Chairman: Thank you. Hansard has been having a bad time. They tell us that when everybody buzzes a little bit to his neighbour and doesn't cover the mike they get a background noise that nearly drowns out those precious words. They are having difficulty transcribing. You may proceed, Mr. Givens.

Mr. Givens: Before the break I was trying to establish whether there was some kind of a correlation with respect to the decrease in maintenance grants to Metro and to the area municipalities. The question that I want to ask now—assuming that I get answers to the previous questions which were not available before dinner, but which the minister indicated he would provide for me subsequently—is this:

In the budget speech, the subsidy allotment for the public transportation operating deficit of Metropolitan Toronto was indicated to be \$6 million. You remember the budget amount

was increased from \$6 million to \$12 million. If I am correct, this amounts to approximately 7½ per cent of the total, and I wanted to know how this compares to the total allotment for maintenance subsidy for the metropolitan corporation and the area municipalities?

In other words, Mr. Minister, I want to know whether there is any kind of correlation, either deliberate or otherwise, between the maintenance costs, which I think your department is cutting down on, and the amount of \$6 million which was provided for the purpose of stabilizing the fare rate of Metropolitan Toronto? Is there any such relation?

Hon. G. R. Carton (Minister of Transportation and Communications): There is no relationship.

Mr. Givens: The minister is saying that categorically?

Hon. Mr. Carton: That is what I am advised.

Mr. Givens: That you are not cutting down on maintenance costs? You are not robbing?

Hon. Mr. Carton: No, no.

Mr. Givens: That is a bad term for you, I know, but you are not taking from, cutting down on, the maintenance costs to both Metro and area municipalities, maintenance subsidies for the purpose of providing this provision to make up for the deficits on the operating costs of the TTC?

Hon. Mr. Carton: No, there was a formula for the transit subsidy, as you recall, and this formula applies not only to Metro Toronto but to all of the cities and towns that have public transit. There is no relationship, insofar as Metro Toronto is concerned, with a decrease in its combined total of maintenance and construction and the transit subsidy.

Mr. Givens: Let me ask you this, Mr. Minister. You announced the subsidy allotment for public transportation of \$6 million that I referred to, which happens, I suppose by a happy coincidence, to be 50 per cent of the projected deficit for 1972 of an estimated

\$12 million. I trust that that is a coincidence, is it?

Hon. Mr. Carton: The way the transit subsidy was worked out, we had X-number of dollars in the budget for public transit systems and, bearing in mind the transit systems that we would have to relate to, not only in Metro Toronto but in the other urban centres, a formula was worked out utilizing that total amount of money, \$12 million.

Mr. Givens: All right. So everybody will be receiving 50 per cent this year?

Hon. Mr. Carton: Up to 50 per cent.

Mr. Givens: Of the deficit?

Hon. Mr. Carton: That's right.

Mr. Givens: All right. So then this rate happens to coincide, by coincidence, with the road subsidy rate which we have been talking about up until now? Does this mean, Mr. Minister, that this is going to be a policy of the government, to continue to pay 50 per cent of the operating deficits of the public transit systems of the various municipalities in Ontario?

Hon. Mr. Carton: Yes, this is by legislation. But, as I pointed out when I made the statement in the Legislature, there are new classifications and accounting systems that are being studied by Mr. McKeough's department and the purpose of this is—and it is not easy, as I understand it—to come to some system of subsidy for transit that seems equitable and more in line with an efficient transportation system. You will realize that if we subsidize deficits it really isn't encouraging the transit systems to operate efficiently. This is a temporary expediency, as I stated, for the year 1972. What follows after 1972 will be dependent upon the standard classification of accounting procedures from municipalities relating to the transit systems that will be devised by Mr. McKeough's department.

Mr. Givens: Then you haven't established a precedent as far as this 50 per cent is concerned?

Hon. Mr. Carton: Well, the amount presently is up to 50 per cent.

Mr. Givens: At the moment?

Hon. Mr. Carton: Yes.

Mr. Givens: But it may be different later?

Hon. Mr. Carton: No, I think it will be up to 50 per cent henceforth, but what

they will be allowed to include, for example, in Metro Toronto, if they wanted to have the elderly, or the students, or whatever, then as long as they realize that they are still only going to get up to 50 per cent, this is the important thing.

Mr. Givens: This will apply to the public transit operations in other municipalities in Ontario—

Hon. Mr. Carton: In Ottawa, in London, in Windsor, in Hamilton.

Mr. Givens: —as well as Metropolitan Toronto, Mr. Minister?

Hon. Mr. Carton: Right! Equitable right across the province.

Mr. Givens: Equitable right across the province, okay. Thank you very much.

Hon. Mr. Carton: Thank you, Mr. Givens.

Madam Chairman: Does that finish with you, Mr. Givens?

Mr. Givens: For the time being.

Madam Chairman: Right. Mr. Cassidy.

Mr. M. Cassidy (Ottawa Centre): There are a couple of questions, Mr. Minister. The first one is one that is quite local to Ottawa—no, I guess the first one really relates to the form of the estimates. I confess that when you are spending \$84 million in municipal maintenance and it is worth exactly four words in the estimates that does not provide any adequate form of control as far as this Legislature is concerned. I haven't seen in any of the reports or things that are available from the department, a detailed explanation of the basis on which this is done or of the attempts which the department has been making to put municipal maintenance on a better basis through the programme that was tried out in Oshawa and now has been extended to seven or eight other cities. There is a brief reference in the 1971 annual report—

Hon. Mr. Carton: This is the maintenance management system?

Mr. Cassidy: Maintenance management programme, yes. I understand as well that the subsidies for public transportation are in this vote, is that correct?

Hon. Mr. Carton: The \$6 million, yes.

Mr. Cassidy: It is there, eh? Well, there again, certainly—

Hon. Mr. Carton: It is \$12 million, the increase is \$6 million. There is \$12 million.

Mr. Cassidy: Yes, but a vote which, in fact, doesn't even mention that one of its major purposes is the subsidy of public transit, certainly conceals an awful lot more than it reveals. I would just plead with the minister, and with all of his colleagues, that surely you can do better than this in terms of explaining what these estimates are about and in terms of giving some meaningful information on which the Legislature can work? Specifically, if I could turn to the question of the public transit subsidy, I wonder if the minister can tell us what proportion of deficits will in fact be public, since you are still working on that kind of a guideline? With the formula in use in 1972, what proportion will be covered in the various municipalities which receive subsidy?

Hon. Mr. Carton: I'm sorry. I missed the last part of your question.

Mr. Cassidy: What proportion of the transit deficit will be met by the subsidy from the province in 1972?

Hon. Mr. Carton: It will be up to 50 per cent.

Mr. Cassidy: Yes, but what proportion in varying municipalities and how does that relate to what was paid last year?

Hon. Mr. Carton: I can get the correct figures for you. It is more specifically Ottawa, I presume, you are interested in?

Mr. Cassidy: No, I am asking generally, as a matter of fact, because I find the formula itself limits. You say you don't want to relate this to deficits but that there is a limit of 50 per cent of the deficit. You can't put a ceiling on it if you want the services, for example, to do better and maybe, shave the deficit by ways that don't affect service; you certainly don't provide an incentive there.

Hon. Mr. Carton: They are paying 50 per cent and we are paying up to 50 per cent. If you are saying that they are going to go wild in their expenditures, bear in mind they are paying 50 per cent of that.

Mr. Cassidy: Yes, I know. Let's suppose that a municipality happens to find means of improving the service and manages to cut down its deficit, for example. It has no

incentive to do so from your particular scheme.

Hon. Mr. Carton: Well, 50 per cent of their own money is an incentive.

Mr. Cassidy: Yes, but it would have more of an incentive—

Hon. Mr. Carton: If it was 100 per cent, sure.

Mr. Cassidy: No, if it would go up as well as down, but it doesn't.

Hon. Mr. Carton: No, but as I pointed out—

Mr. Cassidy: The second point is that the figures are not revealing at all. They don't mention the five or six major municipalities in the province. They don't give anything about that.

Hon. Mr. Carton: I can give you those figures—

Mr. Cassidy: Nor do they give any indication of the kind of intentions you have. I was in Peterborough last night and happened to be in the main street and saw one of the dinkiest toy buses I have seen in an awful long time. It was a 1946 model GM, I am sure, with about 24 seats in it, which the city of Peterborough still runs as part of its transit system—

Mr. H. C. Parrott (Oxford): Lots of new ones in Woodstock, and they're for sale—

Mr. Cassidy: Don't you want those?

Mr. Parrott: We need those but I just thought—

Mr. Cassidy: This kind of antiquated bus obviously is not an attractive thing to riders. They are poorly ventilated; they are poorly heated; they can't run very fast; they are not very comfortable; they are noisy, they rattle and this sort of thing. If there is a real commitment, and I don't think we have seen it yet from the government, we would like to see some indications of it.

Hon. Mr. Carton: Were you suggesting that we should dictate to the community what kind of equipment, what kind of rolling stock they should have?

Mr. Cassidy: I am suggesting that I think the province, which has recognized that the cost of public transportation has to be met out of a more progressive tax base than sole-

ly the municipal tax base, shouldn't sit idly by and say, "Look, if you happen to want it, here's a bit of dough."

We could be actively encouraging and matching that money. Let's suppose you put \$25 million or \$30 million into the pot and said, "This is available if necessary, but in order to get it you have got to do certain things. Here are certain funds available for re-equipment with better equipment; here are certain funds available for improvement of service in terms of shortening headways; in terms of servicing areas not now served; in terms of trying out experimental approaches such as the Bay Ridges approach"—but you are not saying that kind of thing.

Hon. Mr. Carton: No, because we don't have the \$30 million.

Mr. R. Haggerty (Welland South): How many were on that bus?

Mr. Cassidy: Not very many. I don't blame them because it was a pretty rat-trappy sort of bus.

Interjections by hon. members.

Mr. Cassidy: You see the members are disparaging the whole concept of public transportation and I don't think that the government—

Hon. Mr. Carton: No, we are not disparaging it. As I mentioned in the statement, this was for the year 1972. Bear in mind that to come up with what you consider to be the proper formula is not an easy thing. There are studies going on not only in our province but all across the continent, trying to come up with better schemes. We are one of the jurisdictions—and I understood the only one in Canada—which have this particular incentive or aid. Let's put it that way. If you don't call it an incentive, it is at least an aid.

Mr. M. C. Germa (Sudbury): Madam Chairman, to expand on this a little bit, if you are putting funds into public transportation I think it is not beyond the realms of possibility that you should lay down certain standards which a municipality has to meet to attract custom. People demand a certain level of convenience and comfort before they are going to use public transit. I wondered if the minister realizes the disparities there are in public transit between various systems throughout the world. I would like to give you a couple of figures

and I wondered if you happened to know them.

We know that the subway system Metropolitan Toronto presently operates is recognized as a reasonably good system. In fact, I have heard it described as one of the best systems in the world, but when you relate the space allotment per passenger in a Toronto subway car to other subway systems throughout the world you will find there is a great disparity. I just happen to have the figures here. On a Toronto subway car you have 1.7 sq ft per passenger. That is on a standard 74-ft car which will hold 338 passengers. This is what we are running in Toronto tonight. When I compare that with the subway in Milan I find that they have 2.4 sq ft per passenger and—

Hon. Mr. Carton: What is the population of Milan?

Mr. Germa: Well, Milan is a large city.

Hon. Mr. Carton: I know, but what is the population?

Mr. Germa: I don't know, sir, what the population is. If we compare this square-foot allotment per passenger we find out that the people of Toronto are expected to crowd more into a subway car than the people are in Moscow where they have 2.2 sq ft per passenger. I think it is within the realm of this department, if we are going to subsidize public transit at the rate of \$6 million in the city of Toronto, that, to entice people to use this mode of transportation they should demand a certain level of service. I see in Washington there is 4.6 sq ft per passenger in a car—

Mr. S. B. Handleman (Carleton): Madam Chairman, the Milan system, compared to the Toronto system, has no free transfers whatsoever. I was on it six months ago. If you compare them you have to compare them in every respect.

Hon. Mr. Carton: You have to compare them in everything, not just isolated factors.

Mr. Cassidy: If I may return to this, Madam Chairman, and talk about the bus systems which service every Ontario city except Toronto, you would certainly have vast disparities there between the very modern fleets of buses which one finds in a city like Toronto or Ottawa and, I am sure, in some of the other major cities, and the second-, third- and fourth-rate systems which

many of our smaller cities are cursed with. They don't even provide an adequate service down a four-mile stretch from one end of the main street to the other or from one end of town to the other, let alone serve the suburbs. In no way do they provide anything approaching an alternative for people who don't happen to have automobiles.

I am thinking of cities the size of, say, Kingston and Cornwall and cities like that which simply don't have an adequate public transportation system, even as an alternative for that group of 40 per cent of the population who are too old, too young, too poor or maybe a bit eccentric or have other priorities; they either don't have access to cars, don't have cars, can't drive cars, or are forbidden to drive cars. To spend \$6 million on subsidies out of a total budget of \$300 or \$400 million doesn't really indicate a tremendous amount of concern on the part of the department.

Mr. A. T. C. McNab (Deputy Minister): If I may, Madam Chairman, I think we have to look at this whole matter in the proper perspective. The government's decision to enter into public transit as a subsidizable item dates back to last year. Last year was the first year it was undertaken. The instructions from government to our ministry were that there was an urgent need to aid all the municipalities in respect to public transit.

We hadn't any idea of the magnitude of the task and the only way we could do it was to get in and study each situation with the municipalities which we are doing. There are 24 studies currently under way with the municipalities.

We were instructed to get a money flow immediately for an urgent need, so it was decided we would pay 50 per cent subsidy, which reflected the normal subsidy to the municipalities for street purposes, toward their deficits so that we could start immediately. What we must establish is what is the level of service required in a municipality? What is a fair fare structure and the proper network to cover the area? All of these matters are being studied with the municipalities in our transit study group.

From this, we hope to be able to get a handle not only on the level of service required in the various municipalities—because it varies from municipality to municipality—but also what a fair fare structure is. From that we will develop an overall policy which will be applicable to each municipality, and

the service itself will be designed to reflect their needs.

For instance, Sudbury has just completed its study and as a result it has introduced a brand new system which is vastly improved.

Mr. E. W. Martel (Sudbury East): They are running in both camps. They are taking a beating from the Sudbury rag every day.

Mr. McNab: This is a matter of public acceptance of services there.

Mr. Martel: Yes, but when the only newspaper takes it on every day and discredits those who have worked pretty hard to bring it in, what chance of success has it got? They continually hammer away because it wasn't their idea, therefore it is no good.

Mr. McNab: This is another matter but the fact is it is a creditable service and it is going to improve. It is a credit to the municipality and it comes about as a result of a joint study. These are going on in practically every city and major town where a transit system can be warranted.

Mr. Cassidy: Well, I would like to see the minister go further than this. I think in the first place the government has to take responsibility for a major portion of the decline in public transportation in this province over the last 25 years. The fact is that there have been subsidies that have allowed municipalities to both build and maintain roads with 50-cent dollars, sometimes even 20-cent dollars, over this period of time. But bus systems were either left in the private sector or, where they were municipally owned, they were not aided by the province; in fact, they were actually discouraged because, as the minister knows, those bus systems that depended on petroleum-based fuels such as gasoline or on diesel fuel had to pay taxes.

I am sure he has heard that the deficit of the Ottawa system, for example, for a number of years would have disappeared had that municipality not had to pay diesel fuel tax to the Ontario government, something that was completely in the power of the government.

It seems to me that the minister should also recognize that having conditioned municipal councils for many years to put the emphasis on the automobile transport, the leadership in changing that attitude now has got to come from Queen's Park. There is evidence, some evidence, that this is occurring within Metro Toronto, but it is like turning around the Queen Elizabeth, it

takes a long time. There is still an awful lot of 10- or 12-lane highways that are being built around this city which are much more evident to many residents here than the initiative in terms of GO Transit, subway extensions and so on.

You have to take the lead. You have to build and encourage municipalities to provide service ahead of need. You have to encourage their planning people to programme bus services or other transit services into developing areas so that as people move into developing areas they will have a service they can use and won't buy a second car. Maybe they won't even keep the first car if they know an adequate service is available.

These are the kinds of innovations one looks for from the department. In other words, you have to compress maybe 10 or 15 years into one or two years. I would hope to see this from the minister.

I would like to ask another question, since the minister is listening sagely without saying anything, and this relates to another problem—and I admit this is a specific Ottawa problem. Is the minister aware that Ottawa has the highest snowfall of all cities in North America of any size, and therefore the greatest winter control problems?

Hon. Mr. Carton: Yes, we are aware of that.

Mr. Givens: They have the biggest snow jobs in Ottawa, too.

Mr. Cassidy: He is doing one on me, I think.

Is the minister prepared to take some action on the request of Ottawa and other municipalities in the north that also have very heavy winter control problems to make some special compensation for those excessive costs that they have in winter control? The difference can be measured pretty simply; something like 60 per cent, I think, of the maintenance budget in Ottawa is devoted to snow and ice control, whereas down in the banana belt, in Windsor, it is something like 12 or 15 per cent of the maintenance budget. This is the kind of additional burden that municipal councils have had to bear in these cities and towns with heavy snowfalls.

Hon. Mr. Carton: That is a valid point. You will recall that last year we came through with an additional grant for that express purpose. Even prior to my estimates, I had made representation to Management

Board, and I am trying to get extra money for that purpose.

Mr. Cassidy: Good.

Madam Chairman: Mr. MacBeth.

Mr. J. P. MacBeth (York West): Madam Chairman, I want to speak to the matter of setting provincial standards. I would hesitate to see the minister and the department carry that too far, because I have seen it work the other way around. You might set a standard in order to get a grant, which you think should have provincial application, whereas it doesn't apply in many municipalities. Then you find them spending money wastefully to get in on the grant, so they spend more than they need to to accomplish the desired purposes so they can get a provincial grant. They may be better off themselves, but the taxpayer over the whole area is worse off and no more has been accomplished. I think you have to look at that very carefully.

Madam Chairman: Do you have another comment, Mr. MacBeth?

Mr. MacBeth: No, I haven't.

Madam Chairman: Shall item 7 carry?

Mr. F. Young (Yorkview): Madam Chairman, just one question. Is the Metro area transportation review subsidized through this vote?

Hon. Mr. Carton: Not through this vote, no.

Mr. Young: Not through this vote?

Hon. Mr. Carton: But it is subsidized by us.

Mr. Young: In what way?

Hon. Mr. Carton: It is in vote 1903.

Mr. Young: Thank you, Mr. Minister.

Madam Chairman: Shall item 7 carry?

Mr. Martel: Is it possible for the minister or the deputy minister to come out with some type of positive statement with respect to the system as it now is working in the city of Sudbury to discredit my friends on the Sudbury Star? In fact, Mr. Minister, what is happening is they are doing a disservice to that community and the efforts of the people who spent long tedious hours bringing it into reality.

Certainly I would presume there were some

costing mistakes the first time around—costs went higher than they had anticipated—but to have at least an editorial a week or front-page stuff once a week doesn't do any good in trying to make the public utilize that service; in fact, it is a discredited because people are reluctant to really utilize it.

I don't know what the department can do to indicate it is a good programme and should be given an opportunity to prove itself in a couple of years; then if it doesn't work, they can become critical—but not from square one.

Hon. Mr. Carton: I appreciate that. The deputy's words are now inscribed in Hansard; perhaps you could refer the Star to the Hansard report.

Mr. Martel: Well, if I write the Star, they will bury it. The Star and I are not on what you call speaking terms.

Hon. Mr. Carton: I thought they supported you.

Mr. Martel: Well, if they supported me, Mr. Minister, I wouldn't win. I wouldn't want them to support me.

Hon. Mr. Carton: Oh, I am sorry. I am not knowledgeable on the area of that; I thought that was how you got elected.

Mr. Martel: No way. It wasn't with their help. They'd figure I had sold out if I ever got assistance from them.

Mr. Young: They don't speak well of you.

Hon. Mr. Carton: No, but in all seriousness, the deputy has said it is a credit to the city and it is a good system.

Mr. Cassidy: Why don't you promise to go and ride a Sudbury bus and have a press conference and say how pleased you are with the system?

Mr. Martel: Sure, I would like to see them taken down a peg or two.

Hon. Mr. Carton: This is second in priority to Spadina in my books.

Mr. Givens: You have made my day.

Mr. Martel: I think it is a priority because it is a unique system and you are expanding it to carry workers this fall.

Hon. Mr. Carton: As a matter of fact, along that line, I intend getting up to Sudbury this summer and I just might do that.

Mr. Martel: All right, when you come I will call a press conference. Just don't notify the Tories. Notify the sitting members. They'll show up if we call it. All the rest of the press will. The Sudbury rag won't, but the rest will.

Madam Chairman: Shall item 7 carry? Mr. Haggerty.

Mr. Haggerty: Yes, I would like to ask a question that the deputy minister might answer. In the reconstruction of Highway 3 from Goreham Rd. west to Gas Line, a new portion of the road was developed to replace two bad 90-degree curves. This would be between the town line of Humberstone township and the former township of Bertie. They put a new section there for about 1½ miles and then about a mile of the old section of the highway reverted to the municipality. I think in that arrangement, the Department of Highways was to have that road built up and maintained to the standards of the provincial highway before it was accepted by the municipality. I want to ask the minister, or the deputy minister, why this arrangement has not been completed as of today.

Hon. Mr. Carton: It was a commitment, was it, Ray?

Mr. Haggerty: It was a commitment, that is right.

Hon. Mr. Carton: It will be done then.

Mr. Haggerty: When it was handed back to the municipality it was supposed to be in A-1 shape. The traffic isn't there today, but if the road doesn't have the proper sealer there, it will still break it up.

Mr. Givens: Well, Madam Chairman, before you carry item 7, I still want an answer to my question as to what justification there is for the apparent reduction of the road maintenance subsidy in Metro Toronto and in the area municipalities. I wouldn't hold up the vote for that, but I want to be assured that I will get those answers.

Hon. Mr. Carton: Well, we don't have it here; we have it in our records at Downsview. But I am going over a schedule here that might prove a little interesting. The percentage of total assistance paid to the Metro Toronto area was 20.25 in 1969 and in 1970 it was 22.90; in 1970-1971 it was 21.83; and in 1971-1972 it is 28.42. That's the total as to the whole budget on construction and maintenance. That's the proportion

that went to Metro Toronto. I don't have the percentage figure for 1972-1973.

Mr. Givens: But you are talking increases in your budget, Mr. Minister. I am talking about comparisons between the percentage maintenance subsidy then and percentage maintenance subsidy now, to your total. I pointed out, and I think you agreed at the time, that it was down to six per cent now. I was trying to determine what justification there was for this decrease, having regard for the fact of the increased cost factors and the fact that there were increased obligations on the part of Metro.

Hon. Mr. Carton: We will get the figures—but I still come back to the point that because there is an increase in the total provincial budget, I don't think it necessarily means that Metro Toronto gets a constant percentage of the total provincial budget.

Mr. Givens: Well, if you are saying that it is less than the cost in percentage that existed at that time, then it is a reduction. As long as we can agree it is a reduction, I won't argue about it—but it is a reduction.

Hon. Mr. Carton: Well, I want to get the exact relationship before I say anything—

Mr. Givens: When do you think you might have that, Mr. Minister? And the figure for the area municipalities as well, because they are not subsumed under the same rubric as the metropolitan corporation.

Hon. Mr. Carton: In 1971-1972 it was 13.8 per cent of the total budget. We are talking now about the Toronto Metro area. In 1972-1973 it was 12.4 per cent; so it is down 1.4 per cent.

Mr. Givens: I see. That's the total; so you contribute half?

Hon. Mr. Carton: No, these are contributed figures, Phil.

Madam Chairman: Item 7.

Mr. Cassidy: Madam Chairman, the minister was going to give me some figures on the proportion of the transit deficit for Ottawa—or various cities.

Hon. Mr. Carton: Mr. Wilmot will give them to you, Mr. Cassidy.

Madam Chairman. Item 7. Are we ready to carry?

Mr. Cassidy: No, I am waiting for an answer.

Mr. C. R. Wilmot (Municipal Branch): Madam Chairman, I don't have data here in respect to each individual municipality. It is our estimate that the municipal contributions to public transit will be met with the vote available.

Mr. Cassidy: With what?

Mr. Wilmot: With the vote available! To project now what the deficit actually will be at the end of the year is, I think you will understand, a guessing game. We don't believe that there will be any serious shortfall in any of the municipalities that we know of at the moment.

Mr. Cassidy: What do you mean by a serious shortfall?

Mr. Wilmot: Where the contribution would be significantly less than the determined deficit.

Mr. Cassidy: In other words—

Mr. Wilmot: Of course we are working on estimates of probable deficit, and you know—

Mr. Cassidy: You expect, in other words, that almost every municipality will get 50 per cent, or something very close to it. Is that right?

Mr. Wilmot: That is right; of the deficit as defined by the standard bookkeeping convention.

Mr. Cassidy: Well, can the minister clear up the point of having the complicated \$1, \$3 and so much per ride formula, if it comes out to the same thing in the end?

Hon. Mr. Carton: Well, part of the purpose was to discourage the municipalities from having, as I mentioned a little earlier, free rides for senior citizens, the Toronto one zone system and the student situation. I can recall figures that totalled something like \$29 million extra in deficit for Metro Toronto had they taken all these factors into consideration. So this was a warning on the part of the provincial government that this was not the case. This was not what they were going to get, up to 50 per cent of the deficit.

Mr. Cassidy: What has the minister got against senior citizens and children that he

doesn't think they should be able to get on the transit system?

Hon. Mr. Carton: Absolutely nothing! All we are saying is that they can do that if they wish, but we could not possibly afford to pay an extra \$14 million to Metro Toronto—because the same thing would happen in Sudbury and Windsor and all over the province.

Mr. Cassidy: And before you knew it—

Hon. Mr. Carton: It would be a runaway horse.

Mr. Cassidy: All these children and senior citizens would actually be enjoying a mobility somewhat more comparable to the people who drive in cars on the minister's highways right now.

Hon. Mr. Carton: Well, of course, yes. You are putting the wrong interpretation on it, and you know that.

Mr. Cassidy: I definitely am not, Mr. Minister.

Hon. Mr. Carton: Well I suggest you are.

Mr. Cassidy: I definitely am not.

Hon. Mr. Carton: There is nothing to prevent Ottawa—if you, as a former councillor, want to pay for it; go ahead.

Mr. Cassidy: Well now, hang on! We are talking about getting some support for transit at a progressive tax source; in the same way that we get support for roads out of a progressive tax source.

Hon. Mr. Carton: You are up to 50 per cent of the deficit.

Mr. Cassidy: But a deficit defined in a way which does not penalize—these are groups which are barred from using automobiles. Senior citizens can't afford cars. Children aren't allowed to drive and they can't get around by car unless they have middle-class parents who are willing to chauffeur them around.

Mr. Parrott: There is still a bicycle available.

Mr. Cassidy: Pardon?

Mr. Parrott: Have you forgotten that in many cities there are still bicycles available? There are a lot of other methods.

Mr. Cassidy: If you lived in Toronto

would you allow your child to go from Scarborough to downtown Toronto by bicycle?

Mr. Parrott: Yes, I would. I have. It depends on the age.

Mr. Cassidy: Yes.

Mr. Parrott: But there are many other methods that could be used and should be used, including good old-fashioned walking. When you are comparing—

Mr. Stokes: Surely you are not suggesting that senior citizens go around on bicycles.

Mr. Parrott: I am not talking about senior citizens. At that time we were talking about young people.

Mr. Cassidy: But—

Mr. Parrott: Oh, come on. Let's try to keep the debate at some degree of competence and intelligence.

Mr. Martel: We are talking about senior citizens.

Interjections by hon. members.

Madam Chairman: Please, come to order!

Mr. Cassidy: Madam Chairman, this is a very cogent point, in fact. The minister and his members are saying that they don't believe—they are adopting an attitude toward transit, that senior citizens and children ought to pay their way because it still costs that much to provide a seat.

Madam Chairman: Mr. Cassidy, the minister has already made a statement about this, so I think we're going over old ground.

Mr. L. A. Braithwaite (Etobicoke): Oh, Madam Chairman, you can't rule like that.

Mr. Cassidy: No, you can't rule me out of order. I am sorry, but I am trying to get something better from the minister than this. Would the minister not be prepared simply to say we cannot let it triple in a year, or something like that? I'm willing to look at that kind of statement. But, to say that you're not prepared to look at any kind of moves in this direction, that's just not satisfactory.

Hon. Mr. Carton: All I'm saying is, in this province we cannot afford to have the escalation that would be obviously evident if you allowed this kind of thing, because

—and I suggest this in all sincerity—there wouldn't be an urban area in the province that wouldn't take advantage of it. I suggest to you that we all want the children to ride free and we all want senior citizens to ride free. What about the people who can't afford to ride at all? Why shouldn't they ride free? All I'm saying is that the taxpayers simply can't afford it.

Mr. Germa: How do you relate this to the project in Rome right now where everybody rides free on a public transit vehicle?

Mr. W. Newman (Ontario South): It didn't work. You know it didn't work.

Mr. Germa: It's still in operation.

Mr. W. Newman: It didn't work and they said so.

Hon. Mr. Carton: When they made it free, there were fewer using it, they tell me, than when they paid.

Mr. Germa: Just yesterday, Mr. Minister, the ridership is up by 13 per cent in Rome on the free basis. It's not beyond the realm of possibility.

Hon. Mr. Carton: Where will we take the money for it? From the roads in the north and south and all over?

Mr. Givens: What he says is true. The passengers increased 13 per cent, but there was no diminution of vehicular traffic—

Mr. MacBeth: They were taking more short rides rather than walking.

Mr. Givens: There were people who didn't ride public transit before who rode it, but there wasn't a diminution of cars.

Mr. Germa: Well, I can't take my car and the bus at the same time.

Mr. Givens: I know; but the people who were driving cars still continued to drive cars. The increase didn't come from them.

Mr. Germa: There is more mobility, which is what we're aiming for.

Madam Chairman: Mr. Cassidy, does that complete your questions?

Mr. Cassidy: Not quite. I just want to make one final point, and it's a philosophical point. I think the minister should look at his budget. I don't accept that there isn't the money there, because out of a \$400 or

\$500 million budget, obviously you can shift priorities, but you are indicating so far that you're not willing.

Hon. Mr. Carton: What priorities would you suggest, Mr. Cassidy? You have our budget in front of you. Where would you suggest I take this money from? Let's be practical. Where do you want to take it?

Mr. Cassidy: We could say we will take it out of the money you gave to the tobacco companies, and so on.

Hon. Mr. Carton: I'm talking about my budget.

Interjections by hon. members.

Mr. Cassidy: All right. In that case, if you wanted me to go through the thing, one could, in fact, take five per cent of your various maintenance budgets. This would provide the bulk of the money.

Hon. Mr. Carton: Out of the maintenance budgets. Every member here wants more money.

Mr. Cassidy: And you could take an additional five per cent—

Hon. Mr. Carton: You want more money for winter maintenance in Ottawa. You just finished saying that.

Mr. Cassidy: Yes, okay; fair enough! And you could take an additional—

Mr. J. E. Stokes (Thunder Bay): It means rearranging your priorities.

Mr. Martel: I only want—

Hon. Mr. Carton: All I'm asking for is a concrete suggestion on the rearrangement of priorities.

Mr. Parrott: Madam Chairman, I wonder—

Mr. Cassidy: If I could just conclude my point before Mr. Parrott comes in; the philosophical point is, if you've looked at the surveys produced by your experts they will show you, for example, that the average household with an income of \$10,000, and so on, generates maybe 12, 14 or 16 trips per day; but the average household with the same number of kids and adults at an income of \$3,000 or \$4,000 a year will generate half to a third as many trips per day. The average household of two senior citizens will generate even fewer still. In terms of the opportunities offered in this society and so

on, in order to take advantage of those opportunities, whether it's for recreation, for employment or for other things, mobility is very vital.

By not making an alternative transportation system available and moving as quickly as you can, you simply deny that kind of equal access to all the good things that we have to offer here in Ontario society. The fact is the minister knows perfectly well that the money to do this can be found. Not all of it, perhaps, can be found out of the operating side of his budget, but there are lots of other areas. It is a matter of redistributing priorities in order to do it?

Mr. Handleman: Madam Chairman, may I say something?

Madam Chairman: Mr. Deacon is ahead of you, Mr. Handleman.

Mr. D. M. Deacon (York Centre): Madam Chairman, I wonder if the minister could indicate what would be the problem of our making the allocation we now have set up for these municipalities and saying to them we've allocated this much out of our budget, a total of \$84 million for municipal maintenance, and you can use that whatever way you want. You can use that for road maintenance or you can use it for subsidizing public transit. You can sort out your own priorities.

Isn't an amount like this, which we're transferring down to the municipal level, one that we should allocate within our own budget means to allocate it and then leave it up to them to set out their priorities?

Hon. Mr. Carton: Someone more competent than I can speak on that, I'm sure. But on the other hand, we just heard Mr. Cassidy finish saying that we should be telling the municipalities what kind of services they should have in their transit system. Now you are saying give the municipalities full leeway on everything and they may not have any transport.

Mr. Deacon: I really feel, in regard to the moneys they spend, municipalities have the right to decide priorities. We can set our priorities for our provincial highways and the standards we're insisting on in that regard and our planning there.

When it comes to the amounts we allocate to municipalities, I would feel we should think in terms of leaving it up to the municipalities and we can evaluate afterwards, and publicly evaluate, how we feel one municipi-

pality has spent its money compared to another.

One may decide that its priorities should be in the maintenance and improvement of road systems. Another might say it can't get anywhere in moving its people and meeting its transportation requirements by the traditional method, and it would like to try something new. It would like to have the right to use the provincial moneys in whatever way it sees fit.

In this way we could have innovative ideas tried and tested and we can evaluate and publish that; but we wouldn't be interfering, other than to evaluate. I'd like to hear some comment from that, Madam Chairman, if the minister has someone else who can comment on that.

Hon. Mr. Carton: May I point this out, that I had municipalities come to me in delegations this spring. They have been on a construction programme with sewers and watermains for the past 10 years. This is what they have concentrated on. Now they are in a bind, because they don't have the moneys for their roads.

I suggest if we gave a blanket amount of money to the municipalities, this is the problem that municipalities would always find themselves in. They would be coming to the government and saying, we're sorry we spent all the money that you gave us last year; which was our right, you told us we could; we spent it all on item A and we now find that we are in a fix on item B, and need more money.

Mr. Deacon: We can all say that, can't we? When we get to the age of 18 and the age of majority we are supposed to be responsible for our actions. I would feel that if you had not taken on the responsibility of designating for what purpose every grant is made, you then would not have that responsibility of trying to bail them out of the spot they're in.

I do feel that we've got to get away from nursemaiding and mother-henning municipalities, and I think they'd appreciate it. They constantly tell us they want more local autonomy and I believe they honestly do; but I think that in order for us to make it really work, we've got to make the grants unconditional and we've got to confine ourselves to the role of evaluating the results and letting the public know what they have done with the money that we allocated to them. We have only so many dollars, as you have

said, and it's when we start interfering as to how those dollars are spent that we get into trouble.

I can well remember my experience in council at the time of Hurricane Hazel, when we were trying to evaluate our priorities and having interference by the Department of Highways, which was saying, "We're sorry; we don't agree with those priorities." We councillors threw up our hands in the air and said, "Well look, who's running the show? We get blamed for what goes wrong and yet as a municipal council we don't have the say as to how the money is spent."

I hope that the department, and I hope that the minister, will seriously rethink this approach. I know the traditional one has been one of managing and directing, or suggesting very strongly that if you want to get a grant this is the way you've got to spend it. I just really resent that approach. I'd like to hear what some others have to say on this too.

Mr. McNab: What is being suggested here, Mr. Deacon, is unconditional grants.

Mr. Deacon: Yes.

Mr. McNab: Do you think that if unconditional grants are to be applied they should only be applied to municipalities in respect to transportation? I'm not speaking facetiously here at all. The issue of conditional grants has been receiving government consideration. When anything comes out it'll be a government decision.

Mr. Deacon: I just feel that's no way to develop sound local government.

Mr. McNab: Well, I know; but I don't think, in all fairness, that you can isolate transportation and say we will have unconditional grants for transportation. If the logic is sound, then, why wouldn't it be extended generally?

Mr. Deacon: I would hope it would go right across the board. I would love to see the government moving in that direction. If they want to have a great big New Year's party and spend all their money that way, okay. That is their priority.

Mr. Young: This is another argument for a regional government setup in the province. When we get the proper regional government with enough power then, of course, unconditional grants will become general, I think, right across the board. As the deputy minister says, not only highways but every-

thing. But we have to have a strong municipal setup before we can—

Mr. Deacon: Well, of course I differ very strongly, Madam Chairman, with the view that regional government will bring that out. I feel that regional government just makes another great big extra bureaucracy.

Mr. Young: Oh, well, differ if you want to.

Madam Chairman: Mr. Handelman?

Mr. Handelman: I am very glad you gave the floor to Mr. Deacon, Madam Chairman, because I wanted to speak on what Mr. Cassidy had to say, and what Mr. Deacon said, I think, leads right into what I wanted to say. And that is, I begrudge every cent in this vote that goes specifically to public transit subsidies, mostly because I am quite sure I have the unique distinction of representing the largest urban municipality in the world without public transit, and that is the township of Nepean, an urban municipality with 65,000 population. It hasn't got any public transit whatsoever, primarily because the municipality, in which Mr. Cassidy still sits as a council member, refuses to extend any service to this suburban area.

It is my view that unconditional grants would assist a municipality like that in at least beginning a public transit system, if it wished to. These are elected people. They are competent, they are fairly sophisticated, they would like to be able to do it. They simply can't go into it. They haven't got anything on which to get subsidy. They can't even start. We are awaiting, of course, a bill which will extend public transit systems into the regional municipality of Ottawa-Carleton, as distinct from the city of Ottawa, and when that happens, I assume that the regional transit system is provided for in this particular estimate. I don't know how you can estimate the deficit of a system which isn't in existence, but more power to you if you can.

I really do feel that unconditional grants would enable municipalities—and I think we have to accept that they have some degree of competence—would enable them to make their own decisions on priorities. We have done this in other fields, and I know we have departed from it in other fields; but I simply suggest, Mr. Minister, that perhaps you should take a good look at the possibility of unconditional grants. I accept that it would be a matter of government policy.

Madam Chairman: Mr. MacBeth.

Mr. MacBeth: Madam Chairman, I endorse a great deal of what Mr. Deacon said as far as the conditional grants are concerned. I don't think I am ready to go as far as he has gone. When I was speaking earlier on transportation I didn't want to see your transportation grants tied up in the same manner that Mr. Cassidy would indicate he thought they should be.

I think you have got to rely on the responsibility of your local municipal councils to act wisely. Sometimes when you lay down the conditions, you put conditions that are not universal and, as a result, you find people spending money to get money. I think that is a poor philosophy.

However, I just wanted to disassociate myself from one of the minister's earlier remarks. That is why I was trying again to interrupt. That had to do with his remark that we would all like to see senior citizens get free transportation. To my mind that is a fallacy, Mr. Minister. There is some sort of assumption going around the province, and in many circles, that everybody who is over 65 years of age is in need of a handout. A lot of us know that that is not the case. It is not always the senior citizen that I feel sorry for, particularly when it comes to transportation, but it is the poor man in the middle, who has to pick up the cost of all these free rides that you are giving at the front end and the back end. So, I say in a mild sort of way, Mr. Minister, I want to disassociate myself from that remark.

Madam Chairman: Mr. Rhodes.

Mr. J. R. Rhodes (Sault Ste. Marie): Madam Chairman, I believe my remarks probably are more appropriate in municipal construction, which is the next vote, so I will pass.

Madam Chairman: All right. Mr. Germa?

Mr. Germa: Madam Chairman, I feel compelled to respond to the minister's statement, and I think I recognize what municipality he was casting aspersions on—that they had, in fact, wasted their money on sewers and water, or had elected to do this, and now that they wanted to—

Hon. Mr. Carton: I didn't say they wasted their money. I said certain municipalities; and there wasn't any one in particular. I could name you half a dozen.

Mr. Germa: Well, I know one in particular was the city of Sudbury. Municipal councils

do not have the autonomy that some people imply that they have. You are aware of the problem in the city of Sudbury. For 12 solid years we did not build any roads whatsoever. This problem was brought upon us by this provincial government, because the municipal council is a creature of this government, and through forcing us to take in two townships and start servicing them with sewers and water. In order to protect our water supply it was impossible for us to embark on any road construction programme. In this 12-year period, where no construction was done, we had no options whatsoever, other than to spend our money on sewer and water.

Now the time comes when we have to service these outlying townships, and we do want to embark on a road construction programme, which has been lying dormant for 12 years, and then we have certain limitations laid upon us. So you cannot blame the municipal councils for having squandered their money in the past. It was to try to solve a problem which was cast upon them by some other authority.

Hon. Mr. Carton: Just to set the record straight, it wasn't Sudbury I was even thinking about.

Mr. Germa: Well, Sudbury is in that predicament, Mr. Minister.

Mr. Cassidy: Just a point—

Madam Chairman: Excuse me, Mr. Rhodes has just indicated.

Mr. Rhodes: Madam Chairman, apparently my remarks are in order from what the previous speaker just said. I am asking along the same lines, Mr. Minister, how your ministry arrives at determining what bylaws will be approved, what amount will be approved for various municipalities, for along the same reasons that Mr. Germa mentioned. That is, where a municipality found that its particular work year and its available work force would have to devote most of its time and effort toward the installation of sanitary sewers, and then when they came back to get into a municipal street construction programme, and applied to have their bylaws approved, your ministry determined the amount of money that would be made available from the past four or five years of construction—saying, "Well, you only spent so much money, so this is all we are going to give you this time."

This really wasn't a fair criterion of what the municipality would like to have done, if

they had not been forced into the installation of the sanitary sewer systems, which were required in the municipality for health reasons, especially those municipalities like my own and like Sudbury, that were—I don't like to use the word forced; shall we say urged—into this marriage with outlying townships, that had gone broke for lack of enough assessment.

Hon. Mr. Carton: John, I think it would depend on the year that application was made, because it would depend on the total amount of the budget. Perhaps Mr. Wilmot can answer your question more directly.

Mr. Wilmot: Madam Chairman, there is no simple answer to this question. I think we have discussed it in the past. The thing that does make it very difficult for us to respond is when a municipal council does not give us advance notice of their changing work pattern. Generally speaking, when they do change without giving us advance notice, we are not able to respond in the first year. We certainly do our utmost when they have indicated to us that they want to shift their expenditures to roads, to accommodate them. But it isn't always possible to do it in the first year, because we have not had any notice from them prior to then, that they are going to want to accelerate their road programme.

Mr. Cassidy: Mr. Handleman said that the bill setting up the Ottawa transit system had not yet gone through. I understood that it had. Am I wrong that that authority is through now?

Mr. Handleman: It hasn't been introduced yet. It hasn't been brought before the House. How could it be passed?

Madam Chairman: Item 7. Are we—

Mr. Cassidy: Madam Chairman, no, we are waiting for an answer from the minister on this.

Mr. Martel: What have you got assistants for, Gord?

Hon. Mr. Carton: I beg your pardon?

Mr. Martel: Aren't your assistants supposed to keep you advised what is going on?

Hon. Mr. Carton: Yes, but not necessarily about all the other ministries. This is not under my ministry, the bill that is being introduced.

Mr. Handleman: It is an amendment to the Ottawa-Carleton Regional Municipality Act, and that amendment has not yet been introduced.

Hon. Mr. Carton: That amendment wouldn't come under my ministry.

Mr. Handleman: No. It would be under Mr. McKeough.

Mr. Cassidy: That amendment is pretty important in terms of the kinds of goals your ministry is trying to achieve, as Mr. Handleman says—whatever the faults in Nepean township in not setting up its own bus system five or 10 years ago.

Mr. W. Newman: I am glad you said that.

Mr. Cassidy: It is perfectly right that they are stalled right now in this no-man's land. If your department really wants to be genuine about this, it should be bugging Mr. McKeough, and you should be bugging Mr. McKeough, in order to get those amendments through before we rise for the summer. In fact, it is even too late right now.

Mr. R. D. Kennedy (Peel South): Hey, come on now.

Mr. Cassidy: It will come through and be shovelled through the hopper like everything else.

Mr. Kennedy: Everything's stalled in Ottawa.

Madam Chairman: Mr. Haggerty—

Mr. Handleman: I'd just like to follow what Mr. Cassidy said, if you don't mind. With regard to interdepartmental co-operation—or interministry, I guess we now call it—has there been any thought on your ministry's part to approaching the Ministry of Education, which makes transportation grants running into millions and millions of dollars in Carleton alone. The two school boards are spending \$3½ million, primarily because there is no public transit. The Ministry of Education would be relieved of that burden if some of that particular money could be devoted to a public transit system. Have there been any discussions of this type of co-operation?

Mr. Haggerty: They'd have to buy their own buses.

Mr. McNab: In studying this whole matter of public transit, the government has made

the decision to subsidize it to the same extent as the road expenditures.

Mr. Deacon: But only losses. It only subsidizes losses. It is not fair subsidization. That is subsidizing those that lose; there might be some that don't get any.

Mr. McNab: Well we are subsidizing the loss over revenue; aren't we?

Mr. Deacon: I say you are only subsidizing the inefficient, you are not encouraging the efficient.

Mr. McNab: Oh, I see. In any event, since the government decided to go along this route, we have been studying the whole matter of public transit in these municipalities, and we find that there are literally thousands and thousands of school buses travelling down exactly the same roads as some of the public—neither one of which possibly is filled. And this is one of the problems we are grappling with to attempt to have a marriage of these two if possible. And we feel there will be great economies as a result of this.

Mr. Handleman: I am glad that you are working on it, because it should have been done many years ago, it seems to me.

Madam Chairman: Mr. Haggerty.

Mr. Haggerty: Yes, Madam Chairman, I have been looking into the votes trying to find out perhaps which section I can come under. I want to talk to the minister about the different grade crossings in the Province of Ontario. I mentioned something about this last year. Last year at this time I think the members of the committee had an up-to-date report on the number of accidents on highways and at railroad crossings throughout Ontario. This year—

Hon. Mr. Carton: Could we wait until vote 1903, which is construction? That is what it is under.

Mr. Haggerty: Would this not come under maintenance?

Hon. Mr. Carton: No, construction, 1903.

Madam Chairman: Item 7, is it carried?

Item 7, agreed to.

Madam Chairman: On item 8, supply and special services; any questions? Is it carried?

Mr. Stokes: What is that for? What is special services?

Madam Chairman: Mr. Minister, would you like to define what it is?

Hon. Mr. Carton: Yes, this activity is responsible for equipment procuring and servicing, purchase of trucks, weeders, sanders, movers, and so on.

Mr. Martel: Procuring what?

Hon. Mr. Carton: Operation of the garages at Downsview and Bay St.

Madam Chairman: Excuse me, when you are speaking privately would you put your hand over the mike? They pick it up over there on Hansard.

Mr. Givens: Better put your hand over your mouth.

Hon. Mr. Carton: Procurement of construction and maintenance materials for the ministry, planning and developing sites for building salt sheds, patrol yards, and so on. This is the function.

Mr. Stokes: To what extent do you get involved in the central purchasing agency of the province?

Mr. McNab: As a matter of fact the Department of Highways acts as the central purchaser for all vehicles.

Mr. J. E. Bullbrook (Sarnia): We understood that from public accounts last week.

Mr. McNab: The Ministry of Government Services, or the old Department of Public Works, sets up the rules for the acquisition of materials. For instance, they now purchase all our furniture requirements; stationery and things of this nature. In other words, they set up the standards. And they have designated us the purchaser of all motor vehicle equipment for the entire government; but under their rules of the game.

We undertake all our own acquisition by tender of all construction materials. Again with standards insofar as the calling of tenders and procedures according to the regulations laid down by the central supply division. I can't think of the name of it in the old Department of Public Works.

Mr. Stokes: Have you any breakdown of the percentage of the vehicles and heavy equipment that you use that is made in Canada? I am not talking about just assembled in Canada, but actually made in Canada. And if there are any such outlets, do

you go out of your way to make sure that they buy Canadian wherever possible?

Mr. McNab: Wherever possible, we do.

Mr. Stokes: What percentage of the heavy equipment, such as your graders, ploughs and related equipment would be Canadian? Would you hazard a guess?

Mr. McNab: An awful lot of equipment is made totally in the U.S. They are not made in this country. However, the biggest percentage of our graders are bought right here; manufactured right here in Ontario. But a lot of the components must be imported from the U.S. In all our bid forms for heavy equipment, we always ask for a percentage of Canadian content. It is difficult because some vehicles come over without certain of the major components. With heavy construction equipment, it is shipped in and the heavy tires, which form about 25 per cent of the cost, are manufactured and put on here in Ontario. But the difficulty is of saying, okay, this is a Canadian product; it is as much a Canadian product as is manufactured in this province.

Mr. Stokes: Did you ever figure out why we couldn't support a heavy equipment industry in Ontario? Have you ever thought about it privately?

Mr. McNab: Yes, we have. The problem is just one of supply. Ontario's needs would probably be only one or two per cent of the total production that would be turned out from a US plant producing heavy equipment. There just isn't enough demand to support an industry.

Mr. Martel: Export it to the US.

Hon. Mr. Carton: All the GO Transit is bought in Ontario, not just Canada; but right here in this province.

Madam Chairman: Mr. Haggerty.

Mr. Haggerty: On vote 1903?

Madam Chairman: No, we are on item 8.

Mr. Haggerty: Oh, I wanted to get on that one; I'm waiting to get in.

Madam Chairman: Did you want 1903? All right. Mr. Germa had a point.

Mr. Germa: Madam Chairman, would this item cover the operation of this equipment we are talking about? Where would we find the equipment operators?

Mr. McNab: Well, may I speak on that, sir?

Hon. Mr. Carton: Certainly.

Mr. McNab: If you are talking about road maintenance equipment, it would be in the maintenance vote or the district vote, which has been passed in 1902. Or if it is in construction, and we do very little of it in construction, it would be 1903. It is in either one of the two, sir.

Mr. Germa: I took "operations" to mean operations of graders or trucks, or whatever?

Madam Chairman: We are on item 8.

Mr. Germa: Yes, operations.

Hon. Mr. Carton: Well, the operations refer to the branch operations, not the operation of vehicles.

Madam Chairman: Item 8 carried?

Item 8, agreed to.

Madam Chairman: On item 8—operations, administrative services.

Carried?

Mr. Cassidy: Madam Chairman.

Madam Chairman: Are you addressing yourself to 9, or are we carrying 9?

Mr. Cassidy: I am addressing myself to item 9 in a rather oblique way.

Madam Chairman: Mr. Cassidy.

Mr. Cassidy: I would like to ask the minister a question that relates to the whole processing of the estimates and not just to item 9. What general document is the minister working from and how does that differ from the estimates that we have here? Is it the same in terms of the figures? Is it the same in terms of the text that we are working from?

Mr. Stokes: No, they have a special document; it is called, "Defence of the Estimates."

Hon. Mr. Carton: Well, I didn't prepare this, I might advise you, but I am working from a minister's book that relates to vote by vote, item by item and explains, for example, when you ask me about the "operations, administrative services," what this dealt with; this is covered in there. Where there is an increase or a decrease in the budget, it explains what that is.

Mr. Cassidy: Do you see any reason, Mr. Minister, why one or two people from each party couldn't have access to those? Are they difficult to print or why couldn't they be generally available?

Hon. Mr. Carton: I have no objection to anything, Mr. Cassidy, quite candidly.

Mr. Cassidy: For example, could Mr. Stokes, who is leading in these estimates, take a copy for us, and Mr. Haggerty?

Hon. Mr. Carton: He could, but this is the only copy. This is the minister's copy.

Mr. Cassidy: But there seem to be other copies around, though, Mr. Minister.

Mr. Martel: Don't give the opposition too much work.

An hon. member: Right.

Mr. Martel: That is the name of the game.

Mr. Cassidy: I am just thinking in terms of trying to civilize this whole thing so that we can work on it and not just have to worry about the kind of question that Phil Givens had, which was a perfectly legitimate question but which needn't have been asked in this particular forum in the way in which he did. That is, he shouldn't have had to ask for the information; he could have made the point that Metro Toronto, in his opinion, was getting the short end of the stick. He shouldn't have to be grovelling around for figures.

Hon. Mr. Carton: That information wasn't in my book either.

Mr. Cassidy: But a great deal is, Mr. Minister. Would you undertake, let's say by the time we get going on this again tomorrow, to have a few copies of that available?

Hon. Mr. Carton: No, I won't undertake that, Mr. Cassidy.

Mr. Cassidy: Well, would you make it available then on a loan basis prior to the session if anybody wanted to examine it in the morning?

Hon. Mr. Carton: Not the minister's book, no.

Mr. Martel: You are an obstructionist.

Mr. Cassidy: Well, could you, at the philosophical level—and I'm still relating this to operations, administrative services, as I'm sure the minister is aware—say just what your

concept is? Do you really consider it as a game, Mr. Minister, in which you hope we won't ask embarrassing questions to which you haven't the answer?

Madam Chairman: Now, Mr. Cassidy, let's just get back to the estimates. We are on item 9.

Mr. Martel: That is a very good point, Madam Chairman. I've raised supreme Cain during these estimates in the past because of the terrible lack of information both in public accounts or in what comes from the department.

Have you looked at the public accounts to see what you can find? You operate back in 1970, I guess, or 1971, and in most instances all you see is a contract number and an amount of money; it gives absolutely no information as to where the contracts are. The whole setup is bogus, because in fact you don't want the opposition to know what is going on.

Madam Chairman: Now, Mr. Martel, we are not dealing with public accounts. We are right here on this item in the Ministry of Transportation and Communications.

Mr. Martel: We are talking about this item! Madam Chairman, with the greatest respect—

Madam Chairman: Furthermore, Mr. Martel, I have been impressed with the amount of knowledge and intelligence and how well you have been prepared and the depth and searching extent of your question.

Mr. Givens: Come on, Margaret, for heaven's sake.

Mr. Bullbrook: We're going to have to get the member for Downsview (Mr. Singer) down here. I'm going to call for him if you—

Madam Chairman: Please do.

Mr. Rhodes: Do you know where he is?

Mr. Martel: There is absolutely no information in these estimates. After a while you can't even question it, as I want to, because the public accounts carry it. How are you supposed to get that information? I ask the minister in all sincerity, how are we supposed to have the information with which to criticize, if that is our role, in a constructive manner?

Hon. Mr. Carton: Well, that is your role, to criticize in a constructive manner, and I find

that you are able to criticize—I don't say constructively—all the time.

Mr. Martel: But the answers aren't always constructive that we receive, either, Mr. Minister, you will have to agree.

Mr. Givens: Don't blow your cool.

Madam Chairman: Can we get back to item 9, please. I think we've worked this one over—

Mr. Martel: Well, let the minister finish.

Madam Chairman: Right!

Mr. Cassidy: Madam Chairman, just one final point on this. I did ask the member of the minister's staff what figures did his book contain that mine didn't and he said: "It is exactly the same figures." Now, in relation to the operation of the minister's services, if the minister's own book only contains these figures and no other information, and no other text, for example; that is a hell of a way to run a transportation department.

An hon. member: Oh, he'd have a note or two in there.

Mr. Cassidy: I'm sure he does. But this dissembling, and I admit that this is strictly private and it is a bit embarrassing to the minister's own staff. That's why I'm directing it now to the minister.

Mr. Germa: Madam Chairman, I wonder if the minister could help us by please detailing exactly what are we going to talk about under each item, 1, 2, 3, 4 or 5. I had a specific question to ask and now I find out that I should have asked it at 1902, item 1.

Hon. Mr. Carton: But I prepared a list.

Mr. Germa: But it didn't tell me what comes under number 1, though, Mr. Minister.

Hon. Mr. Carton: Well, heck, you would have another 80-page document if you want it detailed that way. This book is 215 pages.

Mr. Martel: Gee, I wonder what we could do with that?

Mr. Cassidy: And who knows where it will end, Mr. Minister? Municipal transit subsidies were not even mentioned in this list you distributed to us in here; and that is how bad the figures you offer us are.

Mr. Bullbrook: It is a rather unequal battle to say the least.

Hon. Mr. Carton: Well, maybe it's unequal because perhaps I need that advantage.

Mr. Martel: Oh, no. You've got all that backup staff.

Mr. Martel: If you need such a crutch, Mr. Minister, I—

Mr. Martel: I expect the next room is just filled with the next batch of reserves.

Mr. Rhodes: Don't you wish you had them?

Mr. Martel: Well, I could do with them.

Madam Chairman: All right, let's have something now on item 9. If you're through, Mr. Cassidy, Mr. Parrott wants to speak.

Mr. Parrott: I was intrigued with Mr. Wilmot's statement that there was no forecast, if you will, of the change in direction that would occur. Privately, I received a very quick lesson in finance from my good friend, Mr. Handleman. During the times of five-year forecasts in municipal budgets, I would have thought that perhaps, granted in very gross terms, those budgets might have given you some indication that there was going to be a change in direction.

That leads me to the question, then: Do those five-year forecasts ever arrive in the Ministry of Transportation and Communications, or do they, in fact, stay with the Department of Municipal Affairs, where they were originally intended?

Mr. McNab: We have our own surveys. I can explain the situation in one particular city, but it wouldn't add anything to it to mention the name. They had a programme similar to what was going on in Sudbury and Sault Ste. Marie in reference to other public works expenditures leading up to the point where they anticipated they were going to get on with their road construction in a very serious and constructive way.

They came to us and gave us an indication of what we could expect. I sent them back and suggested that they develop a five-year plan that they could afford and come forward and present this plan to us. This gave us an indication, right at the outset, of what they were going to expect in the first year. This was tailored to fit what they were attempting to do on a five-year

basis. We attempted it on a five-year basis, basis, and found out that it was too rich for them and for us. The five-year programme was extended to a six-year plan. Next year is the final year and their programme is completed.

Mr. Wilmot is making reference to the difficulties we work in. We have to in some way assess in advance of what the municipalities are going to spend. Then we go to Treasury Board or Management Board and get our gross figure for this. What we run into on a great number of occasions with municipalities, and it's no fault of their own, possibly, is that their eyes are bigger than their stomachs. They say they are going to be able to do about \$5 million worth of work, for instance. They don't have the designs prepared nor the necessary approvals. We find that when they end the year, rather than coming up with the above value, there is a shortfall and there is great scrambling around by those municipalities that have asked for more than we could approve to see if they could spend it within the calendar years. It is really a guessing game that we are up against. We now are trying to encourage all municipalities to work in a five- or 10-year plan, and within the limits of the moneys that are supplied to us we can generally accommodate it. The worst we can expect is if we can't do it, say, in five years to extend it to six or seven or something of this nature. But we have to have some concrete figures on which to base our money allotments.

Mr. Parrott: I appreciate that answer. So in effect you are saying there is some reasonable forecast of a five-year nature or—

Mr. McNab: Yes, there may be a time when our budget is subject to a constraint. If it is a general constraint, we have to apply it generally.

Mr. Parrott: Thank you.

Mr. Martel: Madam Chairman, on a point of order. You have now allowed the proceedings to revert back to item 7. I was hoping—

Madam Chairman: No, we are still on number 9.

Mr. Martel: —that you would consider that other members have the same privilege.

Madam Chairman: I am sorry, Mr. Martel, we were on item 9.

Mr. Martel: I am sorry, we are on municipal maintenance.

Mr. MacBeth: Move item 9 anyway.

Madam Chairman: Item 9 carried.

Mr. Martel: I just make the point of order although it carried.

Madam Chairman: I am sorry. I don't agree with your point, Mr. Martel.

Mr. Martel: Right.

Vote 1902 agreed to.

On vote 1903:

Madam Chairman: Vote 1903, page 246. I have a list of speakers starting with Mr. Gilbertson.

Mr. B. Gilbertson (Algoma): Madam Chairman and Mr. Minister. First I want to say how pleased I am with the many projects that are under way in Algoma. I would like some information now. First: The completion date of the St. Joseph's Island bridge—if it is ahead of schedule or if it is on schedule? That is number one.

Mr. Martel: You can cut the ribbon.

Mr. Young: Four years to the next election.

Mr. Stokes: It has only been 52 years, Bernt.

Mr. A. Carruthers (Durham): He wants to get started on the next one.

Mr. T. P. Reid (Rainy River): What are you going to run on next time?

Mr. Young: Got to have the bridge for your next election.

Hon. Mr. Carton: Hear ye, hear ye, hear ye. The bridge will be completed in November. The approaches will be started in October and will be completed the early part of next year.

Mr. Gilbertson: I didn't get that Mr. Minister. Will you repeat that?

Mr. Cassidy: He doesn't believe you, Mr. Minister.

Hon. Mr. Carton: The bridge will be completed in November.

Mr. Gilbertson: The bridge will be—?

Hon. Mr. Carton: The bridge.

Mr. Gilbertson: In November?

Hon. Mr. Carton: The bridge will be completed in November.

Mr. Martel: What other bridge would you talk about?

Mr. Kennedy: There is no other bridge.

Mr. Reid: There will be no roads to it but the bridge will be finished.

Mr. Gilbertson: I have several other questions here. What is going to be done with the ferry? Have you got a place—?

Mr. Reid: Going to ship it up to Toronto.

Mr. Stokes: Going to ship it to Wolfe's Island.

Mr. Givens: Ferries are under federal jurisdiction.

Mr. MacBeth: Is that why you left Ottawa, Phil?

Mr. Givens: Don't ask me.

Madam Chairman: Next one, Mr. Gilbertson.

Mr. Martel: That goes down to posterity.

Mr. Gilbertson: Now can I have the answer?

Hon. Mr. Carton: That will be taken to Glenora.

Mr. Gilbertson: Where?

Hon. Mr. Carton: Glenora.

Mr. Gilbertson: Is this definite?

An hon. member: He doesn't trust you.

Mr. Bullbrook: Don't you have any faith in the bridge?

Mr. Gilbertson: Yes, I do, Mr. Minister. The reason I am asking if this is definite is on account of the men who are working on the ferry. There are probably about 20 and they are going to need employment. I am not doing this for myself; I am doing this for my constituents.

Interjections by hon. members.

Mr. Gilbertson: I am only nicely getting started.

Mr. Reid: At what?

Mr. Martel: Is this going to get more obscene?

Hon. Mr. Carton: On the employment situation, with which I am sure you are concerned, we are going to try to absorb them into our general staff.

Mr. Rhodes: Hansard will be rated X.

Mr. Gilbertson: Thank you, Mr. Minister. While we are on ferries then—

Interjections by hon. members.

Mr. Gilbertson: Madam Chairman, if you could have a little more order so that the member for Algoma can continue.

Madam Chairman: We love you, Mr. Gilbertson. Go ahead.

Hon. Mr. Carton: Don't ask me to cut the ribbon on that bridge now after this!

Mr. Gilbertson: Mr. Minister, after the ferry is gone, there are docks there. Is there a possibility someone could lease those docks or is it your policy to destroy the docks?

Mr. Martel: Are you thinking of Gilbertson Enterprises?

Hon. Mr. Carton: No, we will listen to any proposal anyone has in the area.

Mr. Gilbertson: Thank you. I have questions now in regard to highways.

Mr. Martel: No shortage in northern Ontario.

Mr. Gilbertson: Highway 548 from Highway 17 to the bridge, will that be reconstructed this year?

Mr. Martel: This year? What do you want, the whole budget in your riding?

Hon. Mr. Carton: A contract will be called in the fall and finished next year.

Mr. Gilbertson: Mr. Minister, when we are going to have a brand new bridge and an official opening, wouldn't it be nice if that little piece of highway—just about a mile and a half, so that when we have the ribbon cutting—

Mr. Martel: You won't die of dust.

Mr. Gilbertson: —this highway, just a mile and a half, would be completed so that it will make the project look that much better. Is that an unreasonable request?

Hon. Mr. Carton: It is not unreasonable, but it is not a commitment.

Mr. Martel: It is not in the budget.

Mr. Gilbertson: All right. Another question: Highway 631 between White River and Hornepayne, could you tell me when the completion date for this is?

Mr. Martel: They are moving the equipment from 400 up there next.

Mr. Reid: You could have phoned up the deputy minister.

Mr. Haggerty: Oh, oh, we are in trouble now.

Mr. E. Sargent (Grey-Bruce): I just came in to thank the minister for the ferry, that is all.

Mr. Roy: You are better dressed than the minister today.

Mr. Givens: Better dressed than a ferry.

Interjections by hon. members.

Mr. Gilbertson: I am waiting for an answer.

Interjections by hon. members.

An hon. member: Best show in town down here.

Mr. Carruthers: Trying to decide whether it will be a two-lane or a four-lane piece.

Hon. Mr. Carton: It will be completed next year.

Mr. Martel: How long have they been in making that road?

Mr. Gilbertson: Mr. Minister, I know better than that myself; that is going to be completed in August.

Mr. Reid: Well, why did you ask?

Mr. Gilbertson: Well, the answer wasn't favourable, that is why.

Mr. Martel: Have you been at the sauce? Bernt?

Mr. Gilbertson: But it will be open to traffic later this summer?

Hon. Mr. Carton: That is right.

Mr. Gilbertson: Thank you. Now, what have we got for Highway 129 north of Thessalon?

Mr. Stokes: Has the member for Algoma received this document?

Mr. Carruthers: He doesn't go by that.

Mr. Gilbertson: Everything isn't in that document.

Hon. Mr. Carton: From Highway 17 north-erly for nine miles will be called later this year.

Mr. Gilbertson: The contract will be called later this year?

Mr. Martel: Anything left for the rest of the province?

Mr. Gilbertson: Will there be any construction going on this year?

Hon. Mr. Carton: No, not if the contract is called later this year, I doubt there would be any construction.

Mr. Gilbertson: Will there be anything going on Highway 548?

Hon. Mr. Carton: A small amount of it will be done this year, most of it next year.

Mr. Gilbertson: Can I ask you also about Highway 554? It is from Iron Bridge north.

Hon. Mr. Carton: There is a contract to be called for work this year. This is Highway 554?

Mr. Gilbertson: 554, isn't it?

Hon. Mr. Carton: Right.

Mr. Gilbertson: Last question, Mr. Minister: Passing lanes on Laird Hill about 20 miles east of Sault Ste. Marie on Highway 17—will that be completed this fall?

Mr. McNab: Where is Laird Hill?

Mr. Gilbertson: It will take in the contract from east of Echo Bay. I understand there is a contract. They are working on it now for nine miles, and that takes in Laird Hill.

Mr. Stokes: Twenty miles east of the Soo.

Mr. Rhodes: No wonder that passing lane isn't fixed. They can't find the hill.

Mr. Martel: They have lost a road on occasion around here.

Mr. McNab: It is touch and go whether the whole contract is completed. We can't segregate the actual climbing lane which is part of a seven- or eight-mile contract.

Mr. Gilbertson: Yes, when is the completion date of the contract?

Mr. McNab: The completion date has working days depending on weather—approximately seven months. So it would be just very close to completion, if not completed, at the end of this calendar year.

Mr. Gilbertson: Thank you.

Mr. Givens: Thank you?

Madam Chairman: Mr. Kennedy.

Mr. Kennedy: Yes, I had a couple of questions. First, Mr. Minister, if I may, a couple of months ago we had some correspondence with respect to a needed new cloverleaf at Southdown, on the Queen E. As you will recall the present one being perhaps 10 or 15 years in use, it was such a sophisticated and imaginative one it was in the CNE exhibit at the exhibition. It attracted a great deal of favourable comment and interest but it has proven to be obsolete now, with the increased volume of traffic. The west underpass goes under the Queen E, the east one over the Queen E, and the service road traffic and Southdown Rd. traffic is to blend with circling traffic and it does blend, but very, very slowly. The result is, it is obsolete.

With the development out there, particularly Erin Mills and Markland Woods, and so on, the population is increasing at an extremely high rate and the problem is being compounded daily.

Really, what I am asking is, could you give us the present status of the study, or construction, or design?

Hon. Mr. Carton: Well, we recognize there is a need there, but it is not on the programme for the immediate future.

Mr. Kennedy: When is it on? I understand that it was rated as a very high priority item, which it is. When will the department get going on this?

Mr. McNab: Well, Mr. Kennedy, we have a great number of priority items in connection with the Queen Elizabeth Way and other expressways. I can say this, it isn't on this year's programme, as you well know, and it isn't on next year's programme. We recognize it as a need, but in our estimation there are other needs that are more urgent.

Mr. Kennedy: How much more urgent—

Mr. McNab: Well, that is another—

Mr. Kennedy: It seems to me in travelling all around the Metro area, I don't know where you would find one that was more needy. Is this not correct—that it is one of the most needy areas?

Mr. McNab: Well, it is high on our priority but I can say this: In the general Metro area, where there are so many places where we have capacity problems—in other words, too many cars for the facility we are using—it doesn't measure up as high as the other ones. Now, it is in our five-year programme. I don't think it would be beyond five years. It may be before, depending on the availability of funds and other priorities.

Mr. Kennedy: Thank you. The other question I had was with respect to noise. I think it did come up under the research part of vote 1901. Nevertheless the area I would like to ask a question or two on was with respect to construction of revetments or banks or noise inhibitors.

Madam Chairman: We have already covered this, Mr. Kennedy, to some degree.

Mr. Kennedy: Madam Chairman, I was waiting to get on about this since the budget came down about April 1, and then the estimates were put on, and I studied this and concluded it came under 1903(1), insofar as the construction went. Perhaps the minister could wind it up by telling me the present status of the experimental section at 401 and 27. Or was that touched on?

Hon. Mr. Carton: We spent an hour on this the other day. It was gone into to the fullest extent. It is in Hansard, if you have any problem—the whole area of the noise barriers and the experiments that are going on with them. Succinctly—and I will say this without getting into this particular topic, it's all recorded in Hansard—succinctly, that is not a success. That experimental barrier is not a success.

Mr. Kennedy: Not a success. One other point that has to do with construction: When highways are being proposed and there is certain zoning for development in the vicinity of the highway, prior to any change in zoning, the proposal is circulated to various departments including Highways and Highways makes its comments on the proposals. Is the noise factor one of the factors considered by Highways as to whether it has no comment or object?

Hon. Mr. Carton: It is my understanding that we are not canvassed as to zoning;

that's what I am advised. On subdivision plans we are, but not on zoning.

Mr. Kennedy: Pardon?

Hon. Mr. Carton: We find out about subdivision plans, but not zoning per se.

Mr. Kennedy: Just the plans that relate to the same thing really.

Just one other question. We have speed limits of 70 mph for cars and 60 mph for trucks; is a variation greater than 10 miles an hour feasible between those types of vehicles? For instance, trucks 50 mph and cars 70 mph, or trucks 55 mph and cars 70 mph. Or would this add to the accident rate?

Hon. Mr. Carton: This is not under this route.

Mr. Kennedy: I know, but I was hoping to slip it through, Mr. Minister.

Thanks very much, Madam Chairman.

Madam Chairman: Mr. Morrow.

Mr. D. H. Morrow (Ottawa West): Yes, Madam Chairman, through you to the minister and the department officials. Like my predecessors here, I would like to be somewhat parochial in nature and have a few words to say about the highways in the Ottawa area.

To bring the minister up to date, for the last number of years this has been a sort of an annual ritual during the estimates of the Department of Highways. We have been given to understand by Mr. Gomme and Mr. MacNaughton, the former ministers, that our new 417, which is that stretch of highway between the city of Ottawa and the Quebec border on the way to Montreal, has been expedited at least a year or two. But we in the Ottawa area are still not satisfied that this is fast enough. We would like the efforts doubled and even redoubled if it would be at all possible because it would make many people in eastern Ontario happy, and particularly the motorists of the city of Ottawa.

The reason for this urgency, Mr. Minister, is very well known by your deputy and the other department officials. Because of the high accident rate on the old Highway 17 between Ottawa and the Quebec border we have had well over 100 fatalities in the last eight or 10 years, I believe. Last year the deputy minister went into this matter very deeply and he was questioned by my-

self and by others, and the minister as well, as to the reasons for this. Apparently old Highway 17, though properly engineered, never was built to be a through access highway, but it has a lot of accesses on it and this seems to be one of the contributing factors to the high accident rate—along with others, of course.

I would like to be brought up to date on the present status of the new Highway 417. Last year at this time we were given to understand that of the 65-mile route between Ottawa and the Quebec border there were some 44 miles under various stages of construction and that a new contract would be called before the new year—that is 1972—for another 11 miles, which still leaves a gap of about 11 miles of the overall 65-mile route.

I was looking at this book and I noticed the route is all in black now, so I would like someone, either you or some department official, to bring me up to date as to the present status of this highway. How far are they along the way in this overall 65-mile route. What stage are we at with it? What new contracts may be called in the immediate future? And are they able to give us a sort of a target date when we will be able to use it to reach the Quebec border?

Hon. Mr. Carton: Well, Madam Chairman, as the member says, I am aware of this Highway 417, because he and other members in the Ottawa area have brought it to my attention rather forcefully over the past number of years.

It was opened from Ramsayville to the Vars sideroad in August, 1971. There were two grading contracts awarded this year approximately six miles west and 12 miles west of the Quebec border. Each contract is approximately six miles long and these are the last grading contracts between Ramsayville and the Quebec border, approximately 66 miles. The remainder of the road will open in October, 1974.

Mr. Morrow: Your present target date is October, 1974?

Hon. Mr. Carton: October, 1974.

Mr. Morrow: A year from this October.

Hon. Mr. Carton: Which is our original target date.

Mr. Morrow: Are there any new contracts to be called in the immediate future?

Hon. Mr. Carton: Just the two grading contracts I mentioned here.

Mr. Morrow: No more paving contracts?

Hon. Mr. Carton: The remainder of the paving will be let this year and next year.

Mr. Morrow: The remainder of the paving will be let this year.

Hon. Mr. Carton: And next year.

Mr. Morrow: Have all the structures been built? There are a great many structures on this highway, due to the sliding mud down there, the soil conditions and a lot of rivers. Are the structures all built? There is no way, I might say, of taking a look at this highway, unless you take an airplane and fly over it, because you can't travel on it and it is very difficult to know the state of completion.

Mr. Bullbrook: Speak to the Premier (Mr. Davis) about that. He has got a plane.

Mr. Morrow: I must do that.

Mr. Sargent: A jet is too fast, though. You can't see it.

Mr. McNab: As you know, Mr. Morrow, the soil conditions down in that area are very tricky, to say the least. All the structures have now been called with the exception of the ones in the two contracts that we mentioned here.

Mr. Morrow: There is only one there.

Mr. McNab: There are two.

Mr. Morrow: Oh, there are two contracts for one structure or two structures?

Mr. McNab: I am not just sure how many, but these contracts include the structures.

Mr. Morrow: Yes.

Mr. McNab: So, over this section that the minister detailed, when these contracts are completed, the structures will be completed also over this whole length.

Mr. Morrow: I am rather happy to know that at least it has been moved up somewhat from 1976 to 1974. I would only point out again, if the department in any way can double or redouble its efforts on this particular stretch of road, it is really warranted very badly because, as I say, of that very high accident rate on old 17. Every time there is a fatality there, and there was one

last weekend and there is one almost every week or two, the Ottawa papers accuse us almost of murder, if I can use that word, because the new highway isn't ready.

Hon. Mr. Carton: Right.

Mr. Morrow: They don't understand the necessity of a lot of these things that have to be done. One other thing that holds up highways a great deal. I wondered if you are having any trouble in securing the land in any of the areas. Are there any expropriations that have to be cleared up?

Mr. Handleman: Will the highway be opened in stages so that it can be used? The burning question in the Ottawa area is how many people will be killed on 417 before it's opened?

Hon. Mr. Carton: I beg your pardon?

Mr. Handleman: The burning question in the Ottawa area is how many more people will be killed before that road is opened? If possible, it should be opened in stages so that people can get off that killer strip onto a decent road.

Mr. McNab: The last hearing of necessity has been completed, so that our property problems now are over. The last one was on one of these contracts that we have just been discussing.

Mr. Morrow: The last expropriation or hearing of necessity.

Mr. McNab: The last hearing of necessity, was whether there is any opposition to the undertaking. All of the hearings of necessity were not upheld; in other words they weren't supported. This is the last one; it is completed now and, therefore, all the property problems are over. We have right of entry along the entire length of the highway up to Blair Rd.

Mr. A. J. Roy (Ottawa East): Madam Chairman, can I—?

Mr. Morrow: That helps considerably.

Mr. Roy: On Highway 417, while we're on that property—

Madam Chairman: You will have to go along with the speakers, Mr. Roy.

Mr. Roy: Yes, but let's get this 417 situation—

Mr. R. F. Ruston (Essex-Kent): Good idea!

Mr. Roy: While we're talking about 417—

Madam Chairman: Are you through with your remarks, Mr. Morrow?

Mr. Roy: On 417?

Mr. Morrow: I was going to come back to something on some of the other highways in the Ottawa area, but it's all right. Let Mr. Roy proceed with 417.

Mr. Roy: Mr. Minister, the figures I have here, and I think I might have mentioned them to you before, show that since the construction of this highway began in 1967 approximately 84 people have been killed on this highway. If your completion date is not before October, 1974, as sure as you and I are sitting here, we can predict about another 30 people dying on that highway. I suggest to you that you're going to have to look at alternatives. The gentleman to my—Sid—

Mr. Rhodes: The name is Handleman.

Mr. Roy: —Sid Handleman certainly has mentioned that the people in the area are seriously wondering how many people are going to be killed before it is completed. I think that he certainly posed a very relevant question—can we use certain stretches of that highway before it is fully completed?

I point out to you, Mr. Minister, that one of the main problems with it is that for Expo 67 in Montreal, on the Quebec side, they built a super highway from the Quebec border right to Montreal. It is a divided four-lane highway, which makes ours on the Ontario side look pretty sick. These people come flying off the Quebec side on this stretch and many accidents are caused, I'm sure, because of this factor.

This is what I was going to ask last night; is there any research being done on, maybe, using other facilities? I think you'll agree, Mr. Minister, you cannot tolerate this particular situation, with 84 killed and, sure enough, you're going to have another 30 killed before this is completed.

I suggest that possibly you should use stretches of the new highway already built or even consider using—Mr. Morrow mentioned old Highway 17 where people are being killed—there's an older Highway 17 which is still being used. Possibly one-way traffic should be used on the other stretches. Alternatives are going to have to be looked into because you cannot, I suggest, tolerate this type of figure. This is the highest in

this province, and, surely, must rate as one of the highest in Canada.

Is any consideration being given to that? Using stretches of it or using other existing facilities?

Mr. McNab: Sir, insofar as using stretches of the existing road is concerned if you look at a map, you're completely out of direction.

Mr. Roy: I realize that.

Mr. McNab: It's very doubtful whether people would drive that far and then have to cut back east, or northeast, to the intermediate old Highway 17.

Mr. Roy: On the other hand, sir, I think you can cause people a certain amount of inconvenience if you're going to be saving lives here.

Mr. McNab: We can't force them on the road. It's our experience that you're not going to get any volume of traffic whatsoever when they can only go approximately 10 miles, shall we say, on the new highway and then have to cut 10 miles back—

Mr. Roy: I appreciate that that's a problem.

Mr. McNab: It's going to double your travel distance.

Mr. Roy: I suggest to you, you're going to have to look into it—surely you must have done some research on why there are so many accidents on the existing Highway 17?

Mr. Morrow: They told us all that last year.

Mr. Roy: Unfortunately, I was not here and obviously we don't have the right answers, because you mentioned an accident two weeks ago when four people were killed.

Mr. McNab: Before you can say without reservation that all the accidents are caused by the fact that they're forced to use Highway 17 and not 417, I would suggest to you that you have to look at the accidents and see how many accidents would have been caused by the condition of the highway. Highway 401 has four lanes, but we still have a large number of accidents on it.

Mr. Roy: Does it compare to this?

Mr. McNab: No, it doesn't compare to this.

Mr. Roy: And 401 has how much more volume? How many times more?

Mr. McNab: All right, compare it to any highway with the same volume even, and you're still going to have a large number of accidents. I'm not trying to defend the highway. I'm just saying that all the accidents aren't caused by the condition of the highway or by the heavy volumes of traffic that are using it. Many of our very serious accidents down there are occurring on long straight stretches when there is no traffic at all. In the middle of the night, or in times of very low volumes.

Mr. Roy: I appreciate that. That's the dilemma that the people down there are facing. They really can't explain the number of accidents. All we know is that they continue occurring with startling regularity. They will continue to happen.

Mr. McNab: It will continue. There will be a high percentage of accidents, probably by a reduced amount number, I would grant you. But they will still be a large percentage of accidents on Highway 417; because the highway that guarantees you against accidents has not been invented yet.

Mr. Roy: No, I appreciate that. But you will agree that most—

Madam Chairman: I think you have been getting some answers to your questions, and you have made your point very strongly. I'd like to return this now to Mr. Morrow.

Mr. Roy: I just want to say one final thing, if I might, because I don't think I'll ever make it strong enough to justify these figures. May I say this, I think that you are going to have to do better by October, 1974, because you are going to continue to be roasted—certainly by the papers, and by all of us from the Ottawa area. Because we can safely predict that another 30 to 35 people are going to die before you have that highway completed.

Mr. McNab: Well the entire section of the road from the Blair Road right to the Quebec border is under contract. It's all under contract. It's all under contract at the present time, and we can't pave it until the grade is finished.

Madam Chairman: Thank you very much. Mr. Morrow.

Mr. Morrow: The other question I wanted to ask concerns the situation which also affects Mr. Handleman, the member for Carleton. That is the entry of Highway 416 into the city of Ottawa. I wanted to be

brought up to date. How are you getting along with that study?

It's my understanding it is being carried along in the same way that 417 was carried out—by a consortium of people. And that everyone from the area had an opportunity of making an input to this technical committee, the OFTAC I guess it is called, the Ottawa Freeway Technical Advisory Committee. I was wondering just what stage that is at? Are they holding hearings, and is everyone getting an opportunity?

One of the routes that has been suggested proceeds north from the Base Line road to join up with the Western Parkway which, of course, bisects part of my riding. The people are pretty well up in arms. And, from time to time, they are going after me pretty strongly about this proposed route.

I was wanting to defend their position on this matter—that it was not a good alternative route. But I would like to know if someone from the department could bring me up to date on that study?

Hon. Mr. Carton: Mr. Bidell is on the committee. So I'll have him speak to it.

Mr. W. Bidell (Planning Division): Madam Chairman, I personally am not on the committee. But my staff is; together with—as you know, Mr. Morrow—the other members from the regional municipality of Ottawa-Carleton. The committee is now finalizing arrangements for a study exactly similar to that of 417 which will consider alternative alignments, together with public participation. At the end of these proceedings, a mutually acceptable alignment would be available to all concerned.

Mr. Morrow: Have any organizations appeared before this committee as yet to give a brief?

Mr. Bidell: Yes, there have been some.

Mr. Morrow: There have been; and they are presently holding hearings?

Mr. Bidell: Exactly.

Mr. Handleman: There have been some complaints coming from areas that are being ignored in the study. I wonder if there is any possibility of including other than those in the immediate Ottawa-Carleton area. I'm thinking of the two townships of North Gower and Marlborough who have been making some very serious complaints about being left out of the study.

Mr. Bidell: Well, Mr. Handleman, any group that wishes to be heard on the matter simply has to get in touch with the OFTAC, the technical advisory committee, and I'm sure that their point of view will be heard.

Mr. Morrow: Would you be able to tell us, Mr. Bidell, if there is any target date for the completion of these hearings?

Mr. Bidell: There will be, sir, when the consultant agreement has been finalized, and there will be a work schedule setting out target dates for completion. But at the moment I do not have those dates at my fingertips.

Madam Chairman: Thank you, Mr. Morrow. Mr. Rhodes.

Mr. Rhodes: Thank you, Madam Chairman. I am going to go along like my friend, Mr. Morrow, and be parochial—because in order to appreciate the total provincial problem, Mr. Minister, my people have to fly down here, and then rent a car and drive around to understand what the situation is on highways here—so parochial I am going to be.

First of all, I would like to know, Mr. Minister, what the views of your ministry are as it concerns the continual development of the multi-lane highway service on Highway 17, and in particular to the east of Sault Ste. Marie?

You have started the multi-lane programme coming westerly out of Sudbury. That certainly was needed. I am wondering if that is the start of what is going to be a continuing programme? If it is considered to be needed as an access to Sudbury from the west, whether or not it is feasible to begin, now or in the very near future, and start in an easterly direction from Sault Ste. Marie?

The concern that my people are feeling, Mr. Minister, is that the traffic in the area is continually increasing. I know that there are statistics probably in your ministry that will say: "Well, we have traffic counts."

I must say, Mr. Minister, that your traffic counts are probably quite accurate as to numbers of vehicles, I don't think they are depicting accurately the type of vehicle. We have noticed a considerable increase.

What is slowing down the traffic and is causing congestion, and as a result is creating accidents, is the increased number of transports that are now being used to haul steel out of the city to the east and to the north.

At the same time, there is increased tourist traffic coming up the multi-lane I-75 through the State of Michigan. This, of course, leads from the very densely-populated midwestern states. Many of these people are finding their way into Ontario for tourist purposes. Many are pulling trailers and multi-family vehicles, and these are slow-moving vehicles. They are creating a great problem on these two-lane highways.

So I would like to know what is proposed as far as the multi-lane highways, the four lanes starting easterly from Sault Ste. Marie; eventually in the future to join up with the four-lane programme that is starting west out of Sudbury.

Hon. Mr. Carlton: We don't have any plans in the immediate future for that, John, because of the traffic volumes.

Mr. Rhodes: Well, this is what I am saying, Mr. Minister. I have seen and I appreciate the traffic counts. As I said in my opening remarks, I appreciate the fact that these counts are probably accurate as to numbers of vehicles, but I really question whether they accurately reflect the type of vehicle.

You know, two blips over a traffic counter, and that's a car; but it may be pulling a house trailer. It could be pulling a camper trailer. It could be in the winter months and it is pulling a skidoo trailer; these are now going all over the place.

At the same time we are also being subjected to the heavy increase in transport traffic, and there just doesn't seem to be any answer to it.

We appreciate the fact that there has been a start toward some passing lanes. But my goodness, one or two passing lanes a year is not helping to solve our problem. It is not keeping up with it.

I listened a few moments ago to talk, in answer to Mr. Kennedy's question, about capacity problems in and around the Metro area. Well, I have to seriously question whether you are waiting until you have a capacity problem before you decide that's when you are going to solve it.

I am concerned about the capacity problem that is being developed by these slow-moving vehicles up in that area, and somehow I am hoping that there can be a solution. You have started west from Sudbury. Is it not for the same reason, or am I wrong? Why are you starting four lanes west from Sudbury? Are you just going to go so far and then stop, or what?

Mr. McNab: You asked why we are starting west from Sudbury. The traffic volumes in that Sudbury area warrant, under our present standards, four-lane construction. They're much higher.

Mr. Rhodes: How far west are you going?

Mr. McNab: We're going to Creighton, aren't we—4.8 miles?

Mr. Rhodes: So you're really dealing with local traffic.

Mr. McNab: We're dealing with local traffic—

Mr. Rhodes: Local traffic.

Mr. McNab: —in the mining and smelting areas. Recognizing that a passing problem is urgent, particularly with slow-moving trucks and the popularity of the campers and trailers, we've undertaken a continuing programme of constructing passing lanes.

Mr. Martel: How many, Mr. McNab?

Mr. McNab: Well, we have—

Mr. Martel: It boggles the mind for the need.

Mr. Rhodes: Well, I believe it is something like nine—that is the total number of passing lanes.

Mr. Martel: Nine passing lanes. You're out here on 400 making it six lanes.

Mr. Young: Just keep quiet about 400—that's my riding.

Mr. Martel: Nine. Two lanes and no passing lanes and it's all hills and curves.

Mr. Sargent: At least you haven't got a goat path.

Mr. Stokes: We'd be satisfied if they took the overpasses and put them up north and put them end to end.

Mr. Rhodes: I'd be satisfied to get an answer from the gentleman over here, if it's all the same with you two fellows.

Mr. Stokes: He's looking it up.

Mr. Martel: We've been trying for four years. You'd better check the Hansard.

Mr. Rhodes: You never know, maybe I'm going to make it, Elie, maybe.

Mr. Martel: Don't hold your breath, John.

Mr. Rhodes: Well, I can see what happened to you. You see, Mr. Minister, an awful lot of traffic is starting to go from Sault Ste. Marie to Sudbury because people who can't afford a regular trip to the moon are going down there to see what's going on.

Interjection by an hon. member.

Mr. Morrow: Order, order.

Mr. Stokes: You'll read good in Hansard, John.

Mr. McNab: When you start comparing Highway 400—

Mr. Sargent: To Highway 10.

Mr. McNab: —and Highway 17, as to volume, and I'm not saying for one minute that there isn't a need but it isn't a fair comparison.

Mr. Rhodes: I didn't compare 400 with 17—he did.

Mr. McNab: All right, whoever did. I'm not saying for one moment that if we had unlimited funds that we wouldn't build much better facilities all over the province, but let's just consider volumes. The volumes on Highway 400 north are possibly, on the week-ends, in the neighbourhood of 50,000 or 60,000 cars a day. That's probably a modest figure. And these weekend high traffic volumes are extending now, not just in the summer, but over the winter too.

The volumes that we're talking about on Highway 17 are in the neighbourhood of 2,000 or 3,000—a significant volume. The truck mix is just about the same on Highway 400 as it is on Highway 17. I think that if you want to make comparisons like that, that you should possibly compare it to highways in the south that are carrying the same type and amount of traffic.

Mr. Rhodes: Well, I appreciate the volume. Don't get me wrong. I'm not suggesting for a minute that we need 400 or 401 or any of the other superhighways in northern Ontario. But with respect, tell me what other highway can I get out of Sault Ste. Marie if I want to go to Sudbury. Tell me how many other highways I can go on at my leisure, other than from Metropolitan Toronto, to go north. There, I think, is a fair comparison, because people are jamming up on 400—frankly most of them are trying to get out of Toronto. In my case, they're trying to get to my city and just can't get there.

Mr. McNab: Well, all the highways leading north from Toronto—and I think this will be vouched for by the members in this area—are all jammed, the country roads are all jammed going north. If there is any facility, the people are searching around for something to get out of the jams, get out of the half-hour or hour jams—

Mr. Martel: We are not talking about half-hour jams, Mr. McNab, we are talking about following big trucks for two and three hours.

Mr. Rhodes: I think the major portion is the ability to move the traffic. When it takes you five or six hours to drive 180 miles, there is something wrong.

Mr. McNab: Oh, unquestionably.

Mr. Rhodes: Well, I have got my answer quickly. Maybe I shouldn't have prolonged it, but I was told at the outset by the minister that you aren't planning to do anything. That's all I want to really find out.

Mr. Martel: Pursue it, why not?

Mr. Rhodes: I was afraid you might jump in again with Highway 10. I was concerned about that. I'll ask one other question of the minister and that is, this came up some time ago as a question in the House and I am wondering if you might give us an answer on it—

Mr. Bullbrook: Why are the Tory members hogging the floor? I can't understand it. The chairman is less than objective. The Tory members are hogging the floor—and I think they are doing a great job giving it to the government!

Interjections by hon. members.

Mr. Ruston: I like to hear it.

Mr. Bullbrook: I like it.

Mr. Rhodes: We intend to continue to carry out our particular function in spite of different labels, Mr. Bullbrook.

Mr. Bullbrook: You are able to change labels with great alacrity.

Mr. Rhodes: Yes, and I might point out successfully.

Mr. Bullbrook: I can do it with steadfastness, and very successfully.

Mr. Rhodes: Well you discuss the matter—well, never mind we will get into that.

Mr. Roy: You won't win that.

Mr. Rhodes: Oh, I can at least tie him, don't ever kid yourself.

Mr. Roy: Is that right?

Mr. Rhodes: I would like to ask the question about the acquisition of property, and again one specific case, the question of the acquisition of property from the James family in the Sault Ste. Marie area where, Mr. Minister, you overruled an appeal decision on the acquisition of that property.

Hon. Mr. Carton: This particular matter, as you say, was raised in the Legislature. It had been ruled on by my predecessor and I looked at the matter anew, and all I said was that I would have made the same decision as he made, and I base it on the following:

The municipality was after us to get this road completed as quickly as possible. They had been prodding us for some time. Of the two properties concerned, one is in the name of the wife and one in the name of the husband. They are side-by-side properties. Between them they have a depth of 700 ft and a frontage of about 400 ft. Mr. Gilbert will fill us in on the exact details. There are trees on that side of the road, there are trees on the other side of the road. If we had taken the other side of the road we would have, I am told, had to destroy the same kind of trees and we would have had to deal with some 12 different property owners. My understanding is we took some 27 or 29 ft off the 700 ft depth. Now Mr. Gilbert can fill you in in more detail. But that is the sum and substance as I understand it.

Mr. Martel: Is that feasible after the talk that they have been levelling against you, Mr. Minister?

Hon. Mr. Carton: No.

Mr. H. Gilbert (Services and Supply Division): Madam Chairman, as the minister has said, we had applied to expropriate and, as you know, under the Expropriation Act the owner has the right to ask for a hearing of necessity. He asked for this hearing of necessity, we had the hearing in Sault Ste. Marie, and when the minister received the results of the report that was prepared by the inquiry officer it was noted that the inquiry officer in the hearing itself had discussed several alternatives.

We took these alternatives, in fact we brought our design people from Thunder Bay and they looked at every one of these alternatives. They came up and made a report on the three alternatives. We studied it in our head office and based on this we made a recommendation to the minister, who at that time was the Hon. Charles MacNaughton.

Now I think one thing we have to keep in mind on the Expropriation Act, 1968-1969, is that the approval authority will receive a report from the inquiry officer. He received this report, he also received our report in which we went into every one of the alternatives that the inquiry officer had asked us to look at, and based on this the minister decided to go ahead with the expropriation.

As far as the Expropriations Act is concerned, the approval authority fulfilled the full terms of the Expropriations Act, which was that he will receive a report from the inquiry officer.

I would like to say that in every case similar to this, we go through the same procedure. Wherever the inquiry officer makes recommendations, particularly in regard to deletions and what have you, we look at these. And, as I recall, this is the only case where, although we were able to make some modification, we made a recommendation and the approval authority, based what was given to him, decided to go ahead with expropriation.

Mr. Rhodes: May I ask you then, sir, how the value of the land that was expropriated was arrived at?

Mr. Gilbert: The value of the land, sir?

Mr. Rhodes: How did you arrive at this? Was it arrived at by appraisal based upon sales in the area?

Mr. Gilbert: Exactly, sir. All our negotiations are carried out after an appraisal is made as far as the balance of the land is concerned. In this particular case, as I recall, an appraisal was done by our own people and then we had a fee appraiser also carry out an appraisal.

Mr. Rhodes: Was the price of the land in dispute during the expropriation?

Mr. Gilbert: No, it became in dispute later, and that is why we went to a fee appraiser to get an opinion as well. But at the beginning the dispute, as I understand it, was the taking of the land.

Mr. Rhodes: Thank you.

Madam Chairman: Thank you, Mr. Rhodes. Mr. Haggerty.

Mr. Haggerty: I want to deal with property acquisition. In particular, I raised a question last year; it's kind of a parochial question, but it dealt with a Joe's Garage at Sherston, Ontario, at the corner of Empire Road and Highway 3. The Department of Highways went in and widened its property and took some of the proprietor's property and left him about two or three feet from the existing building; I think the pumps were almost out onto the Department of Highways property. He has quite a problem there with a settlement at the present time with the Department of Highways.

Looking through the public accounts for 1970 and 1971 I noticed that you purchased land or buildings or something from the different oil companies in Ontario. For example, Regent Refining (Canada) Ltd., \$84,000 plus; Shell Canada Ltd. \$65,000; Texaco Canada Ltd., \$53,000; Sun Oil Co. Ltd., \$31,000; Supertest Petroleum Corp. Ltd., \$123,657. Then there is one down at the bottom here—I da Mae West Estate, \$1,102,000.

It makes one wonder, in looking at some of the amounts of money that have been spent on land acquisition here and then looking at the particular site I mentioned previously, Joe's Garage in Sherston.

I think the department at one stage came in and offered round about \$17,000 for the damages done. He can't even back the vehicles out from his garage unless he is on Department of Highways property, because the minute the truck or car is outside of his garage doors they are right on Highways property.

Hon. Mr. Carton: What's Joe's last name?

Mr. Haggerty: Kuchman.

Hon. Mr. Carton: Pardon?

Mr. Haggerty: Joe Kuchman.

Hon. Mr. Carton: Kuchman; we have a file on him. We don't have it here but perhaps I can get it overnight for you.

Mr. Haggerty: This has been going on since 1966 or 1967. It is almost five or six years now and no settlement yet.

Hon. Mr. Carton: We'll get the file overnight and find out what the status is.

Madam Chairman: Well, Mr. Haggerty—

Mr. Haggerty: I have other questions.

Madam Chairman: I imagine you do, but as you hear the bells are going. I would suggest that perhaps this is a good point at which to break; I have nine speakers ahead so we are going to be a while on this anyway. We will reconvene tomorrow after oral questions, for the afternoon session.

Mr. Parrott: Madam Chairman, have you determined if this is a vote for quorum or a vote on legislation?

Madam Chairman: The clerk has gone. At

this time of night it hardly seems likely to be a quorum vote.

Mr. Parrott: It's not imposible.

Madam Chairman: Could I have a motion for adjournment, please?

Mr. Haggerty: I will move the adjournment.

Madam Chairman: Thank you.

The committee adjourned at 10:26 o'clock, p.m.

CONTENTS

Tuesday, June 13, 1972

Maintenance programme	S-1239
Construction programme	S-1257
Adjournment	S-1269



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications

Chairman: Mrs. M. Scrivener

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature



Wednesday, June 14, 1972

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

WEDNESDAY, JUNE 14, 1972

The committee met at 3:20 o'clock, p.m., in committee room No. 1; Mrs. M. Scrivener in the chair.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

(continued)

On vote 1903:

Madam Chairman: Mr. Minister and gentlemen, we will commence this afternoon where we broke last evening, which was on vote 1903, on page 246, item 1; Mr. Haggerty had the floor.

Before Mr. Haggerty commences, could I ask you please if you have specific road areas that you would like to question—it takes a little while to look these up and it slows down our proceedings—would you send a note up to the minister so that he could have the information for you when your turn to speak comes? I think it would expedite matters slightly.

Mr. Haggerty, would you like to continue.

Mr. R. Haggerty (Welland South): We don't know what roads are going to come up, do we?

Madam Chairman: Well, we had specific roads being mentioned last evening and each one had to be looked up through all the files.

Hon. G. R. Carton (Minister of Transportation and Communications): There are thousands and thousands of miles of roads.

Madam Chairman: And I think it would help if we knew what road to look for in advance so we have the information ready.

Mr. Haggerty: Well, Madam Chairman, perhaps I have a problem on that. I have one of the latest studies of the county need study report, county of Welland and this is what, it will be three studies they have had in about four or five years. We can't keep up to the study and the change in the roads.

I noted the roads that I mentioned last night, the numbers that were on the regional roads. I went back to look at the latest map

and the numbers had been changed again. So it's pretty hard to keep up even, with the changes being made that quickly.

But, Madam Chairman, I would like to continue on with some of the problems I raised, particularly with reference to my constituents in the Welland South riding. I do have some of the answers to the questions I raised yesterday pertaining to land acquisitions; the ministry, as I understand it, will make further inquiry into the matters I raised.

The other matter, dealing with the O'Reilly's Bridge, we won't get onto that again.

I have a letter here from Mr. Wilmot, Director, Municipal Branch. We are still not in agreement with what it says, but we will let it go at the present time and sometime I will get back to Mr. Wilmot by telephone and discuss it further.

The other matter of concern in construction and property acquisition deals particularly with the construction programmes at railroad grade crossings and the ones that are already established, in particular in the Welland South riding. I raised this matter last year. I thought there wasn't enough effort being put forth by the Department of Transportation and Communications at that time; and I still have the same opinion, that this department is not forceful enough in providing the proper protection at these grade crossings throughout Ontario.

I think particularly of a serious accident that happened a very short distance from my place in Sherston between a train and a motor vehicle. There were about four or five persons injured, one fatally injured, at this particular crossing. It was a regional road, and to proceed across this crossing the grade approach was rather—well, it's within the grade level standards as set out by the Department of Transport, but you had to nose your car right out onto that crossing before you could see a train coming.

Now there are a number of crossings similar to this in the whole Niagara Peninsula that are perhaps just as bad as this one.

One of the faults I find is the fault of the railroads, in the sense that they are not clean-

ing up the brush along the right of way. Speaking on previous occasions here the minister said that he had notified the Department of Transport, the railroads and so forth that they should be cleaning it up; but that's not enough. We are not getting the job done.

Last year the department put on an excellent programme in cleaning up the dead diseased elm trees and brush along the highways and clearing the intersections. I think this was a vast improvement. For some reason we seem to be a little bit lax in making the railroads keep their property clear.

I can tell you it wasn't long after this accident that there was a crew in there that cleaned up for pretty near a quarter of a mile on each side of this crossing. It can always happen after a serious accident; it can never be cleaned up before.

But the point that I want to bring to the minister, and there have been a number of them in this road study report of 19—I don't know what year this is, the 1969 report? Anyway the road needs study report of the county of Welland. There were quite a few comments made on the grade crossings in this particular area, that there were not sufficient protection signals at a number of crossings. I was just wondering if perhaps maybe this shouldn't be one of the top priorities in the minister's programme this year, that we provide protection at these railroad grade crossings.

One of the suggestions I made last year was that perhaps there should be a stop sign, that they must come to a full stop. We do it at other intersections. You have to come to a stop before you proceed. I think in this particular instance if you can't provide the signals and the crossing guards; well, then, go to the stop sign.

Hon. Mr. Carton: Well, first of all, generally on the crossings, you pointed out that you thought perhaps we were not vociferous enough in our representations before the Canadian Transportation Commission and their grade crossing fund committees, but we do in fact make vociferous recommendations. The difficulty with the federal authority is simply funds.

I was at a dinner about three weeks ago when Mr. Jamieson announced that he was going to make representation to his cabinet colleagues and he felt reasonably confident that he would get to them and that this fund would be greatly increased. They are working on a budget and they examine every application that is made.

We make every representation that we can. As a matter of fact, we had one in an area just unilaterally cut off after the contract had been let about a month or two months ago.

These problems do arise, but that situation is the case of the federal authority's budget. We do everything in our power to get their ear on all these applications; and then they come back and tell us there are not the funds available, and therefore, in the order of priority, this one does not fall within their particular criteria.

Mr. Haggerty: What about placing stop signs at all crossings?

Hon. Mr. Carton: Well I understand, and I am not an expert on this, perhaps Mr. Adcock would like to add to my words; I am only speaking as a driver when I say this, but when I come to a railway track I slow down and make sure that there is nothing coming and then I go like heck. I would hate to—

Mr. Haggerty: Don't look up till you get across!

Hon. Mr. Carton: Right!

I would hate to come to a full stop because I am not so sure that the car wouldn't stall. You know I think it is dangerous to have a stop sign just before you come onto the railway track. That is my own personal opinion, and perhaps Mr. Adcock might add something.

Also, insofar as clearing the rights of way are concerned, that is railway property. We are not allowed on that property. That is their right of way and it is up to them to clear it.

Mr. Haggerty: Well have you ever made requests that they clean up their roads?

Hon. Mr. Carton: That they clean it up?

Mr. Haggerty: Get rid of the brush!

Hon. Mr. Carton: I understand from my deputy that the ministry has. I haven't personally, no; not yet.

Mr. Haggerty: Well, could you be a little more forceful, perhaps, this year?

Hon. Mr. Carton: It is not easy to be forceful on all these things, but we will try. It is easy to be forceful but it's difficult to get results.

Mr. Haggerty: Get their attention or something!

Mr. A. T. C. McNab (Deputy Minister): We don't have too much influence down there at the railroads.

Mr. Haggerty: Well, don't you consult with them at all?

Hon. Mr. Carton: Could I make a suggestion? Just the very remarks that you are making now, why don't you write to the chairman of the CTC and point out you are a member of the Legislature here and have an ear for these things. Why don't you write a letter; this will bolster my position.

Mr. Haggerty: I hit wherever I can hit them; and I thought perhaps if I bring it to your attention that maybe you could apply a little more pressure.

Hon. Mr. Carton: I will try. But again, basically, it's the budget.

Mr. H. W. Adcock (Assistant Deputy Minister, Operations): I would just point out, Madam Chairman, to Mr. Haggerty, the Traffic Act presently requires that the speed over railway crossings be no greater than 20 miles an hour. Now this is obviously not obeyed at all by the travelling public today; and you are suggesting that they stop. I think it would be most difficult to get them to stop. We even find that a number of public vehicles today are really not paying attention to railroad crossings as they used to. And as most of the crossings that we have under our jurisdiction are signalized, people rely blindly on the signals and pay little attention to the 20-mile-an-hour limit.

Mr. Haggerty: You said most of your crossings.

Mr. Adcock: Oh, every crossing in our system is not signalized, Mr. Haggerty, there are many in the north that have not got signals yet.

Mr. Haggerty: But there are many in southern Ontario, too.

Mr. Adcock: I think you will find most of those are on municipal road systems where traffic volumes are low rather than on the King's highway system.

Mr. Haggerty: No, I can think of one particular crossing in Bertie township. It took quite a while before the department did act upon it; but they are placed there now though.

However, I can't see why a stop sign couldn't apply in this particular instance, it is

an intersection regardless of whether it is a railroad or a road crossing.

The other matter I wanted to bring up, Madam Chairman, was the construction in the vicinity of the new Welland canal and its relocation in the city of Port Colborne, and perhaps in the city of Welland.

I have one particular matter of concern to me and this is the ramp that was built over one of the new railroad lines that were relocated in this particular area. It is on county road No. 17 or regional road No. 25; it could be changed now. At the intersection of Brookfield Road 801, this is east of the city—it is pretty hard to confine—east of the city of Port Colborne perhaps, and the city of Niagara Falls or the city of Welland. It is right within the boundaries of three municipalities. Perhaps Mr. Wilmot is more familiar with it than some of the other members of your staff.

I guess perhaps this phrase has been used already in the local papers, but it is called "suicide strip." There have been no severe accidents as yet. I know the design of this overpass has been approved by the department here but I was just wondering why they accepted this type of design where an intersecting road almost intersects the incline midway up the ramp, if I can define it that way.

In other words, a car coming off Brookfield Rd. would almost intersect at the middle of the ramp. If you are coming over the bridge itself you cannot see a car coming from the westerly direction. It is a well travelled road; I was just wondering, has this been finally approved by your department? I think it was constructed by the St. Lawrence Seaway with agreement from your department.

Hon. Mr. Carton: Yes, Mr. Wilmot.

Mr. C. R. Wilmot (Director, Municipal Branch): Madam Chairman, through you to Mr. Haggerty, if this is the one I think you mean, Mr. Haggerty, we did make representation to the Welland county road committee that we didn't think it was—

Mr. Haggerty: Up to your standards?

Mr. Wilmot: —up to a truly desirable standard; it is sort of a minimum standard. We attempted to influence Welland road committee to require a higher standard from the seaway authority. However, in the judgement of the then road committee, it was adequate to their standards and they accepted it.

Mr. Haggerty: I don't know where you get this doubletalk, but this comes under regional council now, not the county road committee.

Mr. Wilmot: If it is the grade separation which I am thinking of—

Mr. Haggerty: It was just constructed a year ago.

Mr. Wilmot: —which is east of Welland—

Mr. Haggerty: That's right.

Mr. Wilmot: —then the design proposals were made to Welland county council, not to the region. This was before the region was formed.

I know this for a fact, Mr. Haggerty, because it was I who went down and spoke to the road committee.

Mr. Haggerty: What happens, now that it is completed, when the St. Lawrence Seaway is ready to hand this over to the regional public works department? It is going to be handed back to them. Are they going to accept it on the basis that it is acceptable to the department's standards?

Mr. Wilmot: I don't think our standards come into the thing, Mr. Haggerty. They are the successor in title to any agreement which existed between Welland county and the authority. They would be bound by that agreement. If the construction is as per the agreement, then I don't think they have a case at all for refusing to accept jurisdiction over it.

Madam Chairman: Is there anything further, Mr. Haggerty?

Mr. Haggerty: I was just trying to follow this letter here. I am not satisfied with the answer.

Mr. R. F. Ruston (Essex-Kent): You are not the first one.

Mr. J. E. Bullbrook (Sarnia): You are not happy with the answer!

Mr. Haggerty: No, that is right.

If I can recall, this was an agreement with the Department of Highways, subject to their approval. I understand the region is not too pleased with the design of the overpass either. Where do we go from here?

Mr. McNab: I think you must realize that the county was the authority that would

have to officially approve or disapprove of the agreement with the St. Lawrence Seaway; it wasn't with us. Our approval in the main has to do with the fact of anything being subsidized. We cautioned that we didn't like the design, Mr. Wilmot went down, and they said, "This satisfies us"—we are talking of the county now. If the region wants to do anything about it—because it must accept the responsibilities and agreements that had been entered into by its predecessor—its battle then is with the seaway. I don't see where you can justify any concern to further action that we might have taken over and above what we have already done.

Mr. Haggerty: But I can think of other road construction, particular designs of overpasses and so forth, constructed by a county or by a municipality, that were subject to your design approval too.

Mr. McNab: That is right, because we were subsidizing it. This we were not subsidizing.

Mr. Haggerty: In other words, nobody cared too much about the design at all, then.

Mr. McNab: We would have been extending our authority; we are talking about autonomous responsibility for the municipalities.

Hon. Mr. Carton: If the county accepted it, I don't think the region can do anything about it, because it is just the successor.

Mr. Haggerty: No, they haven't accepted it until it is in its final stage, which is now. The question is: Should they accept it?

Hon. Mr. Carton: That is up to the county.

Mr. Haggerty: It is a good thing we don't have laws like they have in the United States where municipalities or governments can be charged for negligence. In this particular instance, I think if there were an accident there, somebody is going to be responsible for poor design.

Mr. McNab: If the intersection is constructed to the design as detailed in the agreement, I would say the region has no legal right to have it changed. On the other hand, if in the construction the seaway failed to live up to the agreement that was signed, then this is a new ball game.

Hon. Mr. Carton: It is the county, really.

Mr. McNab: And by legislation, the county handed over its responsibility—its right in the Act—that any agreements entered into with

the county become the responsibility of the region.

Mr. Haggerty: You are probably going to end up in the same predicament in Welland county as you will with this new airport that is going to be constructed north of Toronto in the Pickering area. If you don't watch yourselves you are going to be caught in this circle too, where a federal department comes in and files expropriation procedures, and first thing you know the county or region has no say in the matter at all. It becomes their property and they can do as they damned well please.

This is one instance, with the St. Lawrence Seaway, this is the step they have taken. Who looks at these plans that closely, you know what I mean? It's always subject to approval of the Department of Highways, and the way it goes is, "If you are happy with it, then we are."

Hon. Mr. Carton: But this one wasn't subject to the approval of the ministry.

Mr. McNab: We indicated, sir, our concern.

Hon. Mr. Carton: On the contrary, it was not up to our design standards.

Madam Chairman: My next speaker is Mr. Young.

Mr. F. Young (Yorkview): Madam Chairman, there are two or three matters I want to raise. I have given notice to the head table of these matters.

First of all, there just came to my hand today a communication from Brantford in connection with a submission made to the city council—I think copies have come to the minister; at least it is indicated here—in connection with the Brantford Expressway. I am not going to read any substantive portions of this into the record, but there are a couple of summary spots here I might mention.

This is from the Committee Against the Expressway on behalf of the Citizens' Committee on the Brantford Expressway. They are against the continuation of the expressway there. They simply say in summary, and I mention these things:

The expressway itself will create more problems than it will solve. There are many uncertainties with respect to the Glebe property, St. Joseph's Hospital, Pauline Johnson Collegiate, the canal pollution and the CPR. The expressway's

costs will continue to rise and those costs have not been totalled. The social costs are incalculable. Ontario government transportation policy has changed since the council signed the agreement with the Department of Transportation and Communications.

The Spadina decision, I presume, is the thing they are mentioning here—"so the total emphasis has been changed province-wide." They also say: "We are embarking on a very long-term, costly project of doubtful value as we begin phase 2; it may become obsolete before it is completed." And, "Open public hearings have never been held on this major project."

I bring this communication before the committee, Madam Chairman, because I would like some information for the benefit of the people who have appeared before the council and who have communicated with the minister and with some of the rest of us in the House in respect to the status of the Brantford Expressway.

Hon. Mr. Carton: The Leader of the Opposition must be psychic.

Mr. Bidell will deal with what is happening up there now.

Mr. W. Bidell (Executive Director, Planning Division): As far as the ministry is concerned, the agreement that we had entered into with the city of Brantford with respect to the construction of the Brantford Expressway is still valid.

As you probably know, the courts have recently ruled that the Ontario Municipal Board had already made a decision as to the propriety of the expressway, and the appeal against proceeding with it was rejected. Therefore, as far as we are concerned, we are proceeding with the construction of the expressway as per the original agreement.

At the present time, there is one contract under way across the Grand River that goes from just immediately west of the river to Market St. on the east. The rest of the expressway is programmed in a progressive fashion in conjunction with the city of Brantford.

Mr. Young: Thank you very much. I don't want to lose my place here, but I wonder whether the member for Brant wants to add to the persuasion here.

Mr. R. F. Nixon (Leader of the Opposition): Madam Chairman, if you will permit me to speak in connection with the Brant-

ford Expressway, there was something that did have some more direct importance for me as the member for Brant, in that the proposed expressway, the one that the gentleman says has been approved in toto, is going to go through lands that are presently owned by the Indians of the Six Nations Reservation.

Is he aware whether right of way through those lands has been obtained and if this has been a matter of any concern as far as the department's interest is involved? Or is it wholly the responsibility of the municipality of Brantford to deal with the owners of that property, over which I presume they have no particular powers of expropriation.

Mr. Bidell: I do not have that information at my fingertips.

Mr. Young: The brief would indicate that the land has not yet been procured. It simply says, referring to Glebe property owned by the Six Nations:

The city must now enter serious negotiations with the Six Nations Council for this right of way. The council is now involved with a study of its own regarding the best use it can make of the property and appears unwilling to allow the city to proceed, at least until such time as the study has been completed. The expressway will isolate the Glebe property and limit its potential use because of noise pollution.

Hon. Mr. Carton: That communication just came into my office today, I understand.

Mr. Young: Yes.

Mr. Bidell: I might say that the city of Brantford is the jurisdiction actually acquiring the property; they of course will bill us for our appropriate share of this property; but it is the city that is carrying out the actual negotiations.

Mr. Young: So the point of view, as I understand it at the present time, is that the Brantford Expressway is going through?

Mr. Bidell: That is correct.

Mr. Young: And that the decision of a year or so ago in Toronto has little or nothing to do with this particular situation?

Hon. Mr. Carton: Well, there was a court case on this particular matter, and the court found that the matter of the expressway would proceed.

Mr. Young: Thank you, Mr. Minister.

I have a few other matters; one is in connection with the extensions of Highway 400 south. There has been some communication with the minister from our office in connection with this. The Kates Peat Marwick report, dated March 30, 1970, does mention Highway 400 and does mention the alignment which extends from Jane St. to the Gardiner Expressway. It also gives the alignment, which ends up just east of Christie St. where it turns north-south and runs between Grace, Christie St., Bathurst St. and the Gardiner Expressway. I understand this is simply a recommendation; however, it is there on the record.

Then the minister said in a communication to our office recently that under the present JTTPC arrangements, as mentioned previously, transportation studies will be conducted in this general area as part of the overall northwest quadrant. However, this should not be construed to be a specific study of the Highway 400 freeway extension. "It says," not specifically, "although—

Hon. Mr. Carton: It's a well-written letter.

Mr. Young: I could understand that such a study could not proceed without the Highway 400 extension playing some considerable part in it. I wonder how far that study has gone forward.

Hon. Mr. Carton: Well, Mr. Bidell can answer it, again perhaps more thoroughly than I can. I'm fairly familiar with parts of it, but in so far as my ministry is concerned this is not an active file right now as far as the extension of Highway 400 is concerned.

In the past we have acquired certain properties along that route as you know. It goes down to Eglinton, then it becomes the responsibility of Metro. But we have not been actively engaged in it or looking at it, other than through the JTTPC. As I pointed out, while they were not specifically studying the 400 at that time, the terms of the reference they were given would not preclude them studying the 400. Perhaps again Mr. Bidell can be more specific, because he is co-chairman of the JTTPC.

Mr. Bidell: Yes. As the minister has stated, the committee is charged with coming up with a review of the transportation requirements for the future in this particular section of Metropolitan Toronto.

We are not excluding any mode of transportation, whether it be rail or a new mode of transport from this quadrant, and undoubtedly past ideas will be among the

several alternatives we hope will be evaluated in this whole quadrant. There will be an analysis of these various alternatives in order to ascertain which one would be most viable from all points of view.

Mr. Young: How soon might we look for this study to be completed?

Mr. Bidell: This study will take a minimum of 2½ years, sir.

Mr. Young: As of the beginning of this year?

Mr. Bidell: No, as of the beginning of this fiscal year.

Mr. Young: The first of—

Mr. Bidell: April.

Mr. Young: April. Two and a half years?

Mr. Bidell: Yes, sir.

Mr. Young: Well then—

Mr. R. F. Nixon: Mr. Chairman, if it would fit in appropriately, I wanted to make some comments on the subject of transportation in the northwest quadrant, to which the gentleman was referring.

Mr. Young: Perhaps I could ask another question. Is this just the northwest quadrant of Metropolitan Toronto you are speaking of now, or the whole area north of that?

Mr. Bidell: No, sir. The terms of reference are for the entire Metropolitan area, but of course the northwest quadrant will be assigned the highest of priorities.

Mr. Young: Then let me ask a further question, which I outlined to you, about the route of the new Highway 407 through the Clairville conservation area. There have been some questions raised among my people and others up in that area that 407 might well cut into the Clairville conservation area and do some considerable damage there. I was not able to answer the question, which has just been raised with me again within the last 24 hours.

I thought the best way was to bring it to you and get the information here. Is there any decision on the route vis-à-vis the Clairville conservation area when 407 is finalized?

Mr. Bidell: I don't know if it could be construed as a final decision, but there is a location available which we think will be the location for the construction of this facility in the future.

In the planning of this highway, the various authorities, including the conservation authority, have been dealt with; to the best of my knowledge there is general agreement and understanding on the part of all the authorities concerned that the route we now have on our plans is acceptable.

Mr. Young: Acceptable to the conservation people?

Mr. Bidell: Yes.

Mr. Young: But it will impinge on the conservation area.

Mr. Bidell: It will come very close to it, sir.

Mr. Young: Come very close means it actually uses part of the conservation area?

Mr. Bidell: That information I don't have at the moment, Mr. Young. We do have plans in our office, that we could make available, to indicate to you just exactly where this is and whether or not it actually impinges on the conservation area.

Mr. Young: I'd appreciate seeing those plans if I could.

Hon. Mr. Carton: Is this a tentative final routing?

Mr. Bidell: Yes, sir.

Mr. Young: That's final? I have a couple more questions, Madam Chairman, but they are—

Madam Chairman: Would you permit the hon. Leader of the Opposition to interject at this point?

Mr. R. F. Nixon: Madam Chairman, just on the point that was raised by the hon. member. Believe me, I raise the matter with some trepidation, because any time I get to talk about the Spadina Expressway I seem to get into some trouble, even—

Hon. Mr. Carton: I know what you mean!

Mr. R. F. Nixon: —today when the Premier (Mr. Davis) in answer to a question in the House, made light of the Liberal policy in this matter. I don't want my questions or comments, if possible, to be construed on that basis.

Mr. Ruston: Nothing political!

Mr. R. F. Nixon: I felt at the time, and I still feel, that the decision to abandon the whole Spadina project was incredible in that there was this right-of-way gouged out,

actually ready for laying the roadway down to Eglinton.

My response to the Premier's announcement a year ago was that surely careful consideration might at least be given to completing that part of the road which could be done without taking any more land, and of course without leaving this tremendous excavation; and the commitment of public dollars, as it is with, so far, no conceivable use. It seems to me that the Premier could, with the kind of advice the ministry could give him, maintain his strong stance against the particular Spadina alignment and still complete the road down to Eglinton.

The real problem there, which is certainly brought home to me very strongly, is that to channel and funnel all that traffic down to Eglinton would just transfer the problem. The gentleman said that the ministry is considering all possible ways of giving people access to the inner part of the city; public transportation and other lateral lines as well, so you must be concerned with this.

If the rapid transit line were built, at least in that section on the alignment where it presently is, it should not be beyond the bounds of possibility to have very elaborate parking facilities somewhere on that alignment. That part of the Spadina Expressway could be built and used so that at least that amount of commitment of public funds would not be wasted.

I still can't see anything wrong with that concept. I was wondering if this would be one of the alternatives that at least it would be possible to consider, given the strong government policy that was expressed a year ago. Is that necessarily excluded? I can't see why it would be.

Hon. Mr. Carton: Perhaps I'll answer this, Bob.

The timetabling of events today—was it yesterday? Yes—the report dealing with the Lakeshore corridor, the Scarborough Expressway, the extension of the Gardiner, was presented to the Metro executive committee. On June 20, which is a week yesterday, there will be a report of the JTTPC on the northwest quadrant and they will be making recommendations at that time.

I will bring this report to the Legislature next Tuesday and it will be available. The recommendations dealing with this particular area, and in particular the corridor that you are talking about, will become public.

Mr. R. F. Nixon: I can see that the minister is not in a position really to say any-

thing about it, if there is a report of the committee that is—

Hon. Mr. Carton: I really appreciate your input on this matter.

Mr. R. F. Nixon: I appreciate your saying so because I find it very difficult to discuss it.

Mr. Ruston: The Premier doesn't.

Mr. R. F. Nixon: It seems to me, in trying to find some kind of a solution, that we could stick with the strong Davis approach that the Spadina shall not be built and still use what we have without destroying the section around the Eglinton intersection. Believe me, I have had a lot of that kind of flak, too, because you certainly have to consider that.

I won't pursue it, but will await the report of the committee when—

Hon. Mr. Carton: It will be presented. As a matter of fact, I just signed a transmittal letter today sending it down to the group at the Metro executive. They will be presenting it next Tuesday and I will have copies available in the Legislature.

Mr. R. F. Nixon: That is fine.

Hon. Mr. Carton: I might also add that as you know, yesterday a petition was presented to me with some 40,000 names—I guess there were more. This petition was worded so that they were not asking for completion of Spadina but they were, in fact, asking for relief of the congestion of traffic in that northwest quadrant. All these will be answered next Tuesday when the report is—

Mr. R. F. Nixon: Oh, there is an answer?

Hon. Mr. Carton: There are recommendations.

Mr. R. F. Nixon: I look forward to that.

Madam Chairman: All right? Mr. Young.

Mr. Young: Madam Chairman, to return to other less—what do you call it?—ethereal ideas, at the moment. I have in my hand expropriation notices in connection with certain highways to the north of Metro, particularly Highway 27, Highway 407, Highway 48 and Highway 7; sections of land along those highways. The question in my mind was is this in connection with the access to the new Pickering airport or is this simply a matter of new alignments and widening—

land acquisitions in order to make the present traffic arteries more efficient?

Hon. Mr. Carton: My understanding is it's the latter. If you want a further explanation, perhaps the deputy will enlarge upon it, but my understanding is that it's just normal matters as you mentioned—alignment.

Mr. McNab: I can't add anything to that, sir. It's just our normal operation. None of these expropriations has anything to do with anything in particular for the access to the airport. We haven't commenced expropriations for that purpose yet.

Mr. Young: One further question while we are on this vote. Perhaps it is not just the right item; I am not sure. It's in connection with the Metro and area transportation review. I understand, Madam Chairman, that there is a document on citizen participation in connection with this. A very good one, I understand, and one which might well be useful, not only here but in other areas of the province where citizens want to participate in transportation planning. The document is pretty well completed, I understand, and I am wondering when it might be released to the public?

An hon. member: April!

Hon. Mr. Carton: I don't believe there is any official document, but Mr. Bidell is—

Mr. Bidell: As far as the public participation aspect of the study we referred to earlier is concerned, there is no such thing as an official document.

Mr. Young: But there is a document on citizen participation?

Mr. Bidell: There are working papers.

Mr. Young: Yes, I see. Working papers they are called; for what purpose?

Mr. Bidell: For review by the committee in the study of directing the course of the study.

Mr. Young: I see. Would these working papers not be fairly useful, not only in Metropolitan Toronto but in other areas if they were made public for the use of the citizens?

Mr. Bidell: The committee still has to consider these aspects and make its recommendations to the policy committee, of which our minister is a member, together with the chairman of Metropolitan Toronto and the

chairman of the TTC. Therefore, any actions in this regard, finally, would have to get the approval of the policy committee.

Mr. Young: Do we look to the minister in future then as to whether or not the wisdom that has been gathered by your committee will, in fact, be available to the public at large?

Mr. Bidell: The minister and the other members of the policy committee.

Mr. Young: Well, of course since this is transportation and communications, I presume this minister would have some weight in a decision of this kind? Thanks very much.

Madam Chairman: Mr. Spence?

Mr. J. P. Spence (Kent): Madam Chairman, I would like to ask the minister a question in regard to county road needs studies. Of course we find—

Hon. Mr. Carton: Is this for the county needs studies?

Mr. Spence: Yes. We find in many counties many county roads have to be handed back to the townships, and then we find your department taking other roads into the provincial highway system. Some townships have to take back a considerable number of miles. Of course, in some of the townships, the budgets are cut. I wonder if the minister gives consideration—

Hon. Mr. Carton: Could I interrupt? Could we leave that to item 4? I am sorry.

Madam Chairman: Anything further? Go ahead Mr. Ruston.

Mr. Ruston: I wanted to ask about the acquisition of land for Highway 3 from Essex to Leamington. How is it coming now?

Hon. Mr. Carton: They are not all settled as yet, Mr. Ruston. Approximately 90 per cent have been purchased, and the remainder are in the final stages.

Mr. Ruston: The 401 resurfacing was brought up for a minute yesterday under another vote, and we ended it quite quickly. I was just wondering what type of resurfacing was this for 401; and was it from Tilbury to Windsor or was it only part way?

Hon. Mr. Carton: Well there are two sections, but I will have the deputy give you the exact figures on it.

Mr. McNab: What you are asking, sir, is what was done before, or what we are doing now?

Mr. Ruston: What you are proposing now.

Mr. McNab: Well, from Highway 2 to interchange number 8 westerly, 10.6 miles was advertised June 14, 1972. That will be awarded in about five weeks, I presume. The remainder of the work, about 19 miles, will be done next year.

And this is a thin overlay. It will be joint treatment where there are rough spots, and then a thin overlay; similar to what was done about five years ago.

Mr. Ruston: I see. You feel then, considering the cost, it is worth it then?

Mr. McNab: The alternative we have here, sir, is a complete reconstruction. We find that this method is extremely economical. Well, for instance, we can do a thin overlay on the 10 miles, on both lanes, for \$200,000; and this is good for five years.

Now a similar reconstruction job where we would go in and provide a four- or five-inch life, plus changing all the shoulders for the drainage and everything; it would cost millions. We can add a thin overlay maybe seven or eight times for the same cost; and this is the policy we are following.

Mr. Ruston: Do you feel it was the type of construction at that time that mainly created this problem?

Mr. McNab: Yes, definitely. That was one of the problems.

Mr. Ruston: Do you have many similar sections of 401—I travel, of course, mostly from here to Windsor. I can't recall just where they were, but it seems to me there are some sections that are similar—

Mr. McNab: Well, it is a matter of degree. One of the worst sections we have, of course, is out west of Toronto on the eastbound lanes resulting from the heavy gravel material hauled to Toronto for building purposes. These aren't overloads; these are very heavy loads on a repeated operation.

Mr. Ruston: That is all I have under this vote, I think, Madam Chairman.

Madam Chairman: Are there any other speakers on this?

Mr. Bullbrook: Madam Chairman, if I might comment in connection with my own area; but first I would certainly agree with

the deputy minister about the situation from about Milton in. I travel it at least once a week and it makes the trip extremely difficult.

I recognize this is somewhat out of order, but one also wonders whether they shouldn't be obliged to canvass their product out there, because the normal vehicular traffic is subjected to that flying stone all the time. There is some outfit called "Johnson"—I don't know whether he sold out or not. But he really had a myriad of trucks out there and I have travelled behind them every week, as I say. I have lost at least one windshield in the last few years.

I want to talk about Highway 402, if I may. I was talking about the trucking industry some time ago; I don't know what the occasion was. But there is a publication called the "Road Knight," and they said that I got up on the wrong side of the bed that day. I am not sure whether they are right or not but they asked all the members of the teamsters union in Sarnia, for whom I act by the way, to write me a letter telling me that I was off the track in connection with the normal courtesies of driving. We will get to that afterwards under the vote relative to the highway transport board.

In writing to me, some of them said that I could better serve my time dealing with Highway 402 and the need for Highway 402. I responded by saying the deputy minister and the minister almost got nauseous hearing me talk from time to time about Highway 402, and asking when we are going to get it. Now, in this fiscal year, 4.5 miles of the preliminary construction, together with structures, is going to take place.

I am very pleased and the people of our area are very pleased, because if you recall the original announcement was made in February of 1968, I think, that this was a top priority item. But recognizing the financial strictures of the department — in any event we won't hearken on things past. We will say, in effect, that we are very pleased.

I would like to see, if I might, the minister and his deputy and someone else come down there to do something of a symbolic nature when actual construction begins. We have talked about this with the deputy minister and the department. The ministers, from time to time, have recognized the great need we have. There is a volume of 2 million vehicles a year over the Blue Water Bridge, so that one can presume that the traffic in-

flow into our area is somewhere around 600,000 cars a year at least.

Hon. Mr. Carton: We accept your offer; I just thought I would tell you.

Mr. Bullbrook: I would love to have you down. If you just let me know, Mr. Minister, when you are going to turn the first sod, figuratively, we will make arrangements. Every municipality in the area—and I am sure, my colleague from Lambton—will all want to be represented there and congratulate you.

But, getting down to the problem of Sarnia township, I am still at a loss to understand, really, whether this situation has been resolved. Basically, the problem facing the department—and again they deserve some congratulations in this respect—is that Sarnia township is a municipality bearing the burden of significant urban development. They haven't kept up with that development from the point of view of many of their services; including a main drainage problem.

They are entering into arrangements, Madam Chairman, with Sarnia township and the Department of Highways. There will be some type of liaison where the department will be taking some fill for road construction from the actual drainage works in Sarnia township. Now this is something that isn't normally done, and as I say this type of co-operation is completely exemplary.

I am not so much worried from the point of view of the department itself; because I think their intention is to expedite this facility. They have now begun construction, I think, to all intents and purposes. One would hope, in any event, that the problems in London, if they are not resolved, can at least be circumvented. But the intention of the former minister—I am sorry, Mr. Gomme, the second former minister—in his pronouncement of August of 1969 in Sarnia was that there was to be a crash programme. They hoped to effect construction of the facility from the bridge to 401 by contracts at each end.

They have been held up by London to a significant extent, Mr. Minister. You are surely aware of this, in that there has been resistance to almost every alternative given by the department itself. I recognize that the resistance in some instances has been almost from on high. We know that, for example, one of your cabinet colleagues has taken issue from time to time with the proposals of the department. I am speaking of

the Minister of Industry and Tourism (Mr. White), by way of example.

I am very interested in knowing whether the arrangements with Sarnia township—I want to be assured if I may, within the ambit of assurances than can be given—won't hold up your intentions in connection with proceeding easterly from the Sarnia area. The reason I say that is I think if there is to be a holdup it will be from the point of view of Sarnia township rather than the department, because really many rural municipalities just aren't able to move in this respect. So, if I might, I'd like to get a report on that.

Mr. McNab: We recognize this problem, as certainly you do. This has to do with the Talford drain and using the excavation from the drain to build the highway. We are also aware of the commitments and the promises that were made.

We are in the position this year with respect to that particular section that involves the fill from the Talford drain that it is doubtful whether that particular problem can be settled. However, we are substituting an adjacent contract, and advancing by putting the second contract first, so that we can get a start. Hopefully, the problem between Sarnia township and ourselves will be solved; so we can then get back on track.

The point I think that is important to you is that we are making a start. Recognizing the promises, we are substituting a contract if, in fact, we can't get this one going on.

Mr. Bullbrook: I am very appreciative of that. If I might, could you advise whether your problems at the other end, at the London end, are resolved? Is it the intention to carry forward the programme as expressed by Mr. Gomme, that construction would begin at that end also?

Mr. McNab: I was distracted here, sir. Excuse me.

Mr. Bullbrook: No, not at all. I was just saying are your problems resolved with the people in London? Secondly, would it be your intention, upon resolution of those problems, to begin construction also at the easterly terminus of the highway, so there would be activity at both ends in order to expedite ultimate completion?

Mr. McNab: It is our intention, providing funds are available, to have continual con-

struction along that line. I would hesitate to say that the situation at London is finally solved. I think there is light there and I think we will get on with it. But we are not going to allow it to hold us up.

Mr. Bullbrook: May I make a suggestion? From what I have read and heard, it is going to be impossible ever to satisfy all of London, really, or even 50 per cent of London. Recognizing a delicate position, perhaps the department might take the position that this is our decision. It is our ultimate decision that that is where the highway is going to go in the best interests of all the people of southwestern Ontario.

Mr. McNab: Aside from the problem in London, if you notice the location our options are open. With the location of the road west of London we can go up to that point, and I hope long before we get to that point, this problem will be solved in the London area. But there is no need for it to hold us up, because we can come into Highway 22 around Lobo.

Mr. R. F. Nixon: Madam Chairman, just before this vote carries, I wonder if the minister or his advisers could tell me what the timetable is on the completion of 403 to Eastwood, that is across the Grand River. There have been stakes in the fields there for quite a while now.

Hon. Mr. Carton: Approximately five years.

Mr. R. F. Nixon: Thanks very much. That is what we have been getting for quite a while.

There is just one other thing I wanted to ask in this connection, and it isn't a local problem. I want to ask about the department's plans in eastern Ontario. If this matter has been a subject of lengthy debate, I won't pursue it. But, particularly, there are criticisms that we have been reading in the eastern Ontario press, from the minister's own political supporter, that he doesn't seem to be able to get any headway from the minister or from the department. I think the quote was, "Talking to the department is like beating your head against a stone wall," I am quoting the member for Renfrew North (Mr. Hamilton).

Ever since I have been in politics, people in all parties have been critical of the development of the road programme on 417 in that particular area. I have flown down there several times and have seen the construction work that has been going on. I

think this would be a good occasion for the minister or the deputy to make a ringing statement of their continuing interest in eastern Ontario, and when these roads are going to be opened.

Hon. Mr. Carton: You are sure it was the provincial government he was talking about?

Mr. R. F. Nixon: That is right, believe it or not.

Mr. Ruston: Definitely, it was the provincial government.

Hon. Mr. Carton: We did discuss highway 417 at great length last night—

Mr. R. F. Nixon: Well, I won't go over it again.

Hon. Mr. Carton: The Ottawa members were here and we spent a good three quarters of an hour to an hour on it.

Mr. R. F. Nixon: Are you aware of the criticism that has been extended about the department, from say Mr. Hamilton in that area?

Hon. Mr. Carton: Not to my knowledge.

Mr. R. F. Nixon: I really must get that clipping and send it to you.

Hon. Mr. Carton: Yes, I'm from Missouri.

Mr. R. F. Nixon: It is strange that somebody in your department hasn't brought it to your attention. I think as a matter of fact I sent one over to you at one time. However we'll let that go.

Mr. Ruston: Maybe he doesn't read them.

Hon. Mr. Carton: Well, I don't read too well. It is sort of dark in the Legislature.

Madam Chairman: Is that all right for you, Mr. Nixon, and for Mr. Bullbrook? Then returning to last night's list, my first speaker is Mr. Stokes.

Mr. J. E. Stokes (Thunder Bay): Thank you, Madam Chairman. I want to get in on a problem of new construction on Highway 17. It continued through the town of Schreiber for about 2½ miles; then they re-routed the highway around a hill.

Madam Chairman: Excuse me, Mr. Stokes, just before you continue, at the beginning of this session we asked members if they would send up to the minister the names of highways they want to discuss. I know it is too late for you; but for others who are late—

comers, could you send a note up so that they could be looking up information in advance, so we could proceed.

Mr. Stokes: They have already had two days' notice of this because I was out of order.

Madam Chairman: Fine. Proceed please, Mr. Stokes.

Mr. Ruston: I thought he was going to be called out of order now.

Madam Chairman: Just send a note up to the minister; it will help him.

Hon. Mr. Carton: I thought we would be through the vote.

Mr. Stokes: No. It is major reconstruction and realignment on Highway 17, immediately east of Schreiber and it was to bring the road up to standard. They widened it somewhat, rerouted it and improved the shoulder. They put in a passing lane as it goes through town. Immediately east of town there is a huge dip as a result of the reconstruction where they have got a checkerboard on a brand new stretch of highway. This supposedly, as I say, was a stretch of highway that was supposed to be brought up to provincial standards, standards that would be applicable to northern Ontario I presume. But you have got a checkerboard on a brand new highway which shows, "Danger", and you have got a 45 mile per hour speed limit and a great big bump sign with a red disc under it.

I am wondering what can be done? It doesn't give the department a very good image when they see a brand new stretch of highway with a checkerboard on it and a 45 mile per hour speed restriction in a 60 mile zone.

This is on Highway 17. This is the Trans-Canada, our pride and joy. As I say, you have got a checkerboard on it. The paint isn't dry on the pavement, and you have got a checkerboard, a 45-mile restriction and a huge bump sign with a red disc on it.

Do you plan to do anything? As I say, it is a brand new highway and it seems to me it has become quite a joke around the area. They say is this the kind of highways you are building. As a matter of fact, the signs were still up on both sides: This is another Department of Transportation and Communications project, compliments of the Hon. William Davis and the Hon. Charles MacNaughton, I think was on it.

Hon. Mr. Carton: That's good.

Mr. Stokes: It is a bad advertisement for a brand new highway that is just completed, a checkerboard and 45 mile an hour speed restriction.

Mr. B. Gilbertson (Algoma): Wait until the new minister's name gets on the sign and there will be a change.

Mr. Stokes: I bet it won't get on.

Mr. E. W. Martel (Sudbury East): A change in name; what about policy?

Mr. McNab: Madam Chairman, and Mr. Stokes. I don't know this particular location. I am quite certain there is a logical explanation for it.

Mr. Stokes: We'd love to hear it.

Mr. McNab: Well if I had the information—which I'll get—I would certainly pass it on to you.

I think there was a second part to your question: "Do you intend to do something about it?" The answer is, most emphatically, yes. And immediately.

Mr. Stokes: Thank you very much.

Madam Chairman: Mr. Parrott.

Mr. H. C. Parrott (Oxford): I was supposed to be last on the list, but I sort of thought that it would take too long; so I was hoping that all these other minor problems having been presented and resolved, I could then bring to your attention probably the most pressing problem in Ontario, certainly at least 30,000 or 40,000 citizens would agree with that.

However, to be serious about it for a moment, there are two questions that come to mind. I'm referring to the possibility of a bypass for the city of Woodstock for truck traffic, etc. Had I the ability to present this case to you, and had I the good fortune to make the point so well that you placed it on the top of the list, how long would it take from the moment of negotiations starting for a plan to become reality? I know that's a very difficult request to have you give me it in days and months, but I'm talking about what is a normal time to shepherd a project through the department?

Hon. Mr. Carton: What kind of a project?

Mr. Parrott: I'm specifically referring here to a project such as a bypass around the city

of Woodstock; a small city with a problem, but of great importance.

Mr. McNab: Sir, we're starting out, I assume, with a plan that has the approval of the municipality, particularly the local people, and the government. Can we start from that point?

Mr. Parrott: At this moment in time, yes.

Mr. McNab: Yes.

Mr. R. F. Nixon: Let's get the easy part over!

Mr. Parrott: Yes.

Mr. McNab: It would take us two years to acquire the property and design the project and call the first contract.

Mr. Parrott: Fine. That was the question I wanted answered first.

Now then, going back to what you prefaced your answer with, where do you think the most important input comes from, a local municipality or from the department itself? Or is it a very marked blending of these two things?

Mr. McNab: First of all, the recommendations of the municipality would have to be reasonable; and I assume that since it's from Woodstock—

Mr. Parrott: Woodstock, yes!

Mr. McNab: —area, it would be.

Mr. Parrott: An excellent assumption, sir.

Mr. McNab: The thing that we find, particularly on our projects where it's 100 per cent our responsibility, if in case this would be, is that people are pretty free with other people's money. We find it's easier to get an agreement with the municipality on those cases where it's a shared programme, where they have a financial involvement as well as a responsibility—

Mr. Martel: Is it true that's what this government does with other peoples money?

Mr. McNab: I think this is quite a bit of chatter to answer a direct question such as yours, but I'll put it this way; if the plans are logical and if the problem can be clearly defined, I think we don't anticipate any particular problem with the municipality.

Mr. Parrott: So the first priority is to establish the need?

Mr. McNab: That's right.

Mr. Parrott: The second priority is to establish the co-operation between the benefiting municipalities and the department?

Mr. McNab: That's right.

Mr. Parrott: And from there on in it's relatively simple?

Mr. McNab: Well, of course—and I don't say this facetiously—one of the real problems we have, particularly in built-up areas, is getting acceptance of the plan. It can be a joint plan between the municipality and the department that we're in complete agreement on, but then there are differences of opinion locally as to the location of the interchanges, the actual fine application of the line. And this is the thing that we're finding now is so time consuming.

Mr. Parrott: Thank you. I think it was fairly obvious that I wanted that, to some degree, on the record; and I appreciate you saying it.

One last parochial approach here, but perhaps in general principles: In your supplementals—which are difficult this year, for certain—what guidelines are you establishing, so that when a community has asked for a supplement, of whatever amount, they're being cut back, without any question about it? Are you designating where they'll be cut back, on what projects; or are you simply cutting back the funds and allowing them to make the final decision?

Hon. Mr. Carton: The cutback is in money. Perhaps Mr. Wilmot could elaborate more, but it's in the money, not in the—

Mr. Parrott: Not in the projects? If it's a supplemental, once they've acquired those funds they can spend them as they see fit? It's my understanding that at the moment almost all of the municipalities are fairly well informed as to their supplementals for this year. Is that correct?

Mr. Wilmot: Madam Chairman—

Madam Chairman: You're really jumping ahead to item 4, you know.

Mr. Parrott: I'm willing to come back, then, on this particular—

Mr. Wilmot: I wouldn't think that the majority of municipalities would be informed as yet. Some may have had some unofficial indications from our districts, but the majority of municipalities, no.

Mr. Parrott: They are not informed at this time?

Mr. Wilmot: Not as yet, no.

Mr. Parrott: Right. Is the amount of funds finalized within your department? Have you a fairly clear decision now, either in construction or property acquisition?

Mr. Wilmot: We don't differentiate between those two amounts, sir. With respect to the cities, yes. With respect to the majority of the municipalities, we're still awaiting recommendations from our district personnel.

Mr. Parrott: Thank you.

One last question, and I'd like to come to the minister on this one if I could. Mr. Minister, we've sat through these estimates and everyone wants more. Is there any possibility that you will be going to Management Board this year and hoping for more funds?

I'm sure you're well aware of this, and many deputations have no doubt been on your doorstep, but at the risk of being chastised for the rest of my political life, I'm not above suggesting that we need more funds and I know of only one way of getting those funds. I think we've got to think in terms of more services to people, and not just in this one department.

I fully recognize that means more tax dollars to be raised, but it seems to me that's the preferable solution. Much as that might be a very unwise statement to make, I feel that way. Do you think that we are going to get any additional funds this year in supplements?

Hon. Mr. Carton: Of course, I can't answer that. I can go to Management Board, and I did state a little earlier in these estimates that I would see what I could do about winter maintenance, but I'm not holding out hope for that. We were advised that we were in this position for this year and I think you will find it's fairly firm.

Mr. Parrott: Thank you.

Madam Chairman: Mr. Martel.

Mr. Martel: Thank you, Madam Chairman, I'm afraid I'm not going to be quite as brief as the member who spoke before me. I'll start with the good though, Mr. Minister, and I'll work my way to the bad. How's that?

Hon. Mr. Carton: The good? There's something good?

Mr. Martel: Yes. I want to thank the minister for ordering a feasibility study on Highway 69 north, which his predecessor steadfastly refused to do. I want to thank the minister for having that undertaken, because, I guess like the highway around Ottawa, in the last year I believe there have been 12 deaths on it, or 11; and there are four or five police cars on it constantly. It's the area with the highest concentration of police, who are there in an effort to try and cut down on the accident rate. I implored Charlie to look at it last year, but—

Mr. McNab: Is that in Sudbury or outside of Sudbury?

Mr. Martel: Outside of Sudbury—Highway 69 north from Sudbury to Hammer. The minister has ordered that feasibility study, and we are delighted that he has done so.

That's the good!

Mr. Parrott: Equal time now, please; equal time!

An hon. member: That didn't take very long; get to the bad!

Mr. Martel: I started to raise an issue last night, and it deals with expropriation. I guess that comes under this section, probably acquisition.

Hon. Mr. Carton: That's right, yes. You are on the right vote. Is this on the motel?

Mr. Martel: No. No, this is acquisition to improve conditions on Highway 535 between Noelville and St. Charles; and what bothered me was the case concerning one Mr. Frank Gliha, so I had written the deputy minister about it.

And I am really amazed, Mr. Minister. I wrote a rather lengthy letter and I don't want to put it on the record, but briefly Mr. Gliha was approached for about 1.25 acres of land or something like that. A neighbour in the vicinity was also expropriated for approximately the same amount.

The original offer to Mr. Gliha by the department was \$3,800. Now the neighbour across the street—by the way, both men lost property, some of it valued by the other man, I would imagine, somewhat more than by Mr. Gliha. I give the department credit for that; but nonetheless, both were businessmen.

The Department of Transportation and Communications, in reaching agreement with one man, a Mr. Racine, built three beautiful cabins which he rents at \$125 a month, plus

it gave him, I'm told, \$35,000. The deputy minister disagreed with it; but he had told me what the actual amount was that was given in cash.

I believe I indicated in a letter to the deputy minister that I would ask this when we got to the estimates, I would save it for then, the amounts are so disproportionate for the same amount of land in the same area.

After the original offer, the department ultimately went to \$15,000. It would seem to me they were chiselling the man to start at \$3,800 and ultimately go to \$15,000; plus the remaining fact that they have improved the land of one man, have put in beautiful things, with grass and pavement and curbing, and the other man is left down in a hole. He used to be level with the highway but he is now down in a hole. He had a commercial access before; he has a private access now.

The policy was just so devastatingly and so blatantly obvious that there was preference given, and I use that term rather strongly, but that is the only answer I can come to.

Hon. Mr. Carton: I think—Mr. Gilbert, do you have the file on this please?

Mr. H. Gilbert (Executive Director, Services and Supply): Yes I do, Madam Chairman, I am quite familiar with it. I haven't been at the site, but certainly I am familiar with the complaint.

Mr. Martel: Well I have seen the sites.

Mr. Gilbert: To answer Mr. Martel's first question, and that is how do we seem to get off base as far as one property versus another is concerned.

In this particular case there was some argument in as much as the one property was an operating business in the opinion of the first appraiser and the other one was not an operating business. This is where the two appraisals showed quite a difference.

Certainly after representations were made by Mr. Martel, and certainly by the owner as well, we did get another fee appraiser to go in and take a look at these two properties again in light of the complaints that had been made. It was on this basis that the owner, Mr. Gliha was given the benefit of the doubt as to whether his business was operating or not, and that is why the value went up from \$3,800 to \$15,000. It was all in the disagreement between the appraisals as to whether the business was operating or not.

There was no doubt as far as Mr. Racine was concerned, right from the beginning, that it was an operating business. But as far as Mr. Gliha was concerned, there was a considerable doubt at the beginning whether it was an operating business or not.

Mr. Martel: But did you check with the Department of Lands and Forests, who were charging commercial tax? Did you check to ascertain if in fact he was renting his camps at the prices I quoted: \$42.00 a week for a family or \$52 a week for two couples for cabin No. 1; cabins No. 2 and No. 3 at \$54 and \$64 for two couples, or \$74 for three couples. Was this never checked out?

Mr. Gilbert: I can only answer this, Mr. Martel, by saying that certainly it is the job of the appraiser to look into these aspects. I am sure that when the fee appraiser was hired and our own appraiser was asked to go back and review his appraisal, these facts would be looked into.

Mr. Martel: But the only reason he got this, he had come to me.

You know this is what bothers me about it. If I had not made representation on his behalf—you ultimately moved, when I got involved in the picture, from \$3,800 to \$8,000, and after I got more involved in the picture it went from \$8,000 to \$15,000. It disturbs me that you don't have all the facts to begin with and you appear to be taking the man for a ride.

This was his impression. I'm sure you can appreciate that. You know, he sees a man across from him and here he is operating a business—it mightn't be the most successful business in the world, but he is trying to get by. It was his only income and he's offered \$3,800. What was Mr. Racine offered in cash for the same amount of land I'd like to know?

Mr. Gilbert: To answer the first question, Madam Chairman, I can only say that when you say that he would not have been paid anything more unless he would have gone to you, Mr. Gliha was not satisfied, and certainly we have a number of owners who are not satisfied the first time we contact them. That is why we go in many cases, as I mentioned last night, we go and get a fee appraiser to take a look at it.

I might add that the Expropriation Act certainly allows, if we have not been able to negotiate a settlement, the Expropriation Act allows the owner to go to the board of

negotiation and to the land compensation board. But I'll also say that in many of these cases, through fee appraisers and through negotiations with owners, the facts become known and the negotiation is settled on a negotiated basis.

But I would like to impress, certainly, that we endeavour to the best of our ability to obtain all the facts, particularly as far as business is concerned; and of course it would apply equally to residences and to raw land.

Mr. Martel: But it's been since 1969 he has not been able to rent a cabin; and this finally came to a head when I wrote the department in December or November of 1971.

Now in my opinion his earnings during that period were rather severely hampered. He couldn't rent the camps. You turn around and you build three more cabins for Mr. Racine. Why didn't you do the same for Mr. Gliha who was also renting cabins?

Mr. Gilbert: Madam Chairman, I can only say that as far as Mr. Racine was concerned, and I'm really only repeating myself, there was no doubt in the beginning that it was an operating business.

The whole approach was taken on the basis of replacement of this business.

Mr. Martel: But you admit, Mr. Gilbert, that in fact—and I should be directing this at the minister—really you shouldn't have to answer for the minister, because I don't like going after a civil servant who can't answer the way he might want to, and I appreciate that delicate position you have.

Mr. Minister: here is a man who in 1969 was considered not to have an operating business. Mr. Gilbert has conceded that there might have been some type of business, maybe not very successful, but he has not been able to rent a camp since 1969? Ultimately the amount was increased from the initial offer of \$3,800 to a settlement of \$15,000. Now he is by and large satisfied.

I'm not so much dissatisfied in terms of dollars, it is in terms of what transpired that I am not satisfied.

I'm disturbed by the fact that other people's property, where land was expropriated, were improved. There were islands put in with grass, and the whole bit. He had a big entrance before and now he is down to a single private entrance. He doesn't even have a commercial entrance anymore.

His earning capacity, limited as it might be, in fact his cabins might not have been

as good, for three years was damaged. The whole thing really disturbed me on how there could be so much difference in improvements and in payment.

We still haven't heard how much Racine got originally. I had asked that much earlier of the Deputy Minister and I wasn't given that information. I would like to know how much Mr. Racine got for his land. Exclusive of the cabins, in dollars and cents, how much did he get for his land?

Mr. Gilbert: Madam Chairman, \$35,000 was the total cost as far as the Racine property was concerned, and that included the cost of relocating the cabins and everything else.

Mr. Martel: And building three new ones?

Mr. Gilbert: Yes, \$35,000 was the total cost involved in all the work.

Mr. Martel: Now you see, Mr. Minister, what bothers me? Thirty-five thousand dollars and \$3,800—that boggles the mind, it really does; and the improvement to the land. He is down in a hole, four feet off the highway now; you have raised it and he has got a single entrance. The other people who are expropriated have curbs, grass planted and the whole bit, and their lot has been put back to what it was. His is like a dump even today.

As to the amounts offered—\$3,800 and \$35,000—if the man hadn't fought like hell and had accepted the \$3,800 he would have been shafted to the core, and it disturbs me to no end.

It disturbed me then; it disturbed me in the answers I received, and it is disturbing to me today, because if that is the way business can be conducted and some poor guy off in the boondocks by himself can be handled in such a callous manner, it doesn't serve the department well that that would occur; it just doesn't. Maybe the deputy minister wants to answer, I don't know.

Hon. Mr. Carton: Well, this is the first time I have heard this case, obviously. Did Mr. Gliha have a lawyer?

Mr. Martel: Yes. I don't compliment the lawyer very much either, Mr. Minister, in passing. He might as well not have had a lawyer.

Hon. Mr. Carton: The second part I would like to ask is: Of the \$15,000 settlement, was part of that for business interruption?

Mr. Gilbert: Mr. Minister, the total was \$15,000. In other words we ended up with the same approach with Mr. Gliha as we did with Mr. Racine. The total for the Racine property was \$35,000, and \$15,000 was the total for the Gliha property.

Mr. Martel: Why didn't you build him three new camps? You built them for Racine, who was in business.

You see, these are the things that disturb me—the inconsistency. That is why I have always said in the public accounts, let's have some documentation in the public accounts so that if these things come to light—not just for being critical; you know I don't appreciate being critical this way, I want to be constructively critical.

What happens, though, is that when these cases come to you on an individual basis, to the individual they really leave a bitter taste with the whole parliamentary system, with the whole government.

Hon. Mr. Carton: What are the respective properties like?

Mr. Martel: Mr. Gliha is on the waterfront. He is attempting to establish a trailer park now; though he doesn't have a commercial entrance yet. His property was level with the old highway, and I appreciate that things had to be done, but he is down at least four feet. He has relocated; he has a tremendous amount of property. They only took a little bit from him. But I just make the comparison on how the repairs were made and the amounts of money, that is what disturbs me.

Mr. McNab: Just a moment. The part that concerns me in this matter is that assessment is not an exact science, unfortunately. On anything that we are in doubt about, or on any doubt that is brought to our attention, we get independent fee appraisers. To base your case on the fact that we give one man \$35,000—that included all the improvements to his property—and we gave another man \$15,000 doesn't impress me—

Mr. Martel: You offered him \$3,800 to start.

Mr. McNab: Just a moment! It doesn't impress me unless the conditions are exactly the same. I can go out and buy a house for \$15,000 or I can go out and buy a house for \$35,000 and I get a different proposition. The \$15,000, I think, was explained. The apparent error on the part of the appraisers, when brought to their attention, was correct-

ed and he was given the benefit of the doubt on the fact of whether it was a going business or not.

I think that we can dwell too much—not on our procedures; this is fine, if they are wrong they should be corrected—basing it on the fact that we paid each man differently. We could have paid him \$100,000 because he might have had a castle there, but the other man in a cabin shouldn't necessarily get the same thing.

I agree if there is anything wrong with our procedures they should be corrected, but I would respectfully suggest that what we should make sure of is that he is getting the value—the comparison doesn't mean too much—that they are both getting the value.

Mr. Martel: Well, I made that point. I am not really complaining about the ultimate end any more, or looking for any more money for Mr. Racine; I made that point very specifically when I first started, because I don't want to make it appear as though I am saying that, based on the fact that Racine got \$35,000 and Gliha got \$15,000, he should be entitled to more. I don't know, I really don't know.

What I am concerned about is that you started at rock bottom; and what would have happened if the man hadn't fought and if I hadn't helped him? I have your letters saying this was the final notice and that was it and he was getting so much. You have other properties—not just one, I might say—there were three or four other pieces of property in that area where you have put islands in and curbing and improvements, but you left him in a hole. I don't know any more; I am just frustrated that this would happen to a man, with all the expertise you have got now in the department.

Why wasn't there checking done in 1969 when he first started to object to the agreement or the initial offer, to see if he was doing business? Why did it wait until late 1971—November—until I got involved before that was checked out? These sort of things are what bother me. Don't you take a man on his own word, if he says, "Look, I had a business and here are the rates I am charging"? There must be procedures for checking it out.

Hon. Mr. Carton: Did his lawyer ever contact the ministry? Harold! Did his lawyer ever contact us?

Mr. Gilbert: I can't answer that, sir, I don't know.

Mr. Martel: He had a lawyer by the name of—

Hon. Mr. Carton: We don't need it for the record. Got to protect the lawyers.

Madam Chairman: In as much as you have brought something to the minister's attention and I think you have set some wheels in motion now, why don't you let it rest and we will go to our next item?

Mr. Martel: Madam Chairman, I might have drawn it to the minister's attention, but I would like to know, for example, will they go out and have a look to see why some properties have been improved and others haven't?

Madam Chairman: Well now, just give him a chance at this point.

Mr. Martel: Madam Chairman, you don't have to defend the minister, he is a capable boy. He's been around a long time.

Madam Chairman: No, I am not. I am saying let's move on to your next point.

Mr. Martel: No, I just think it is imperative that I have assurances that people will actually go out in the field and take a look and see why some land has been repaired and other land hasn't been put back into the original state. It bothers me. When is he going to get a commercial licence or entrance? He had one before, and now he hasn't got it. This man's livelihood is at stake. It isn't a simple cut-and-dried matter. I would like it to be investigated more thoroughly. I am not talking in terms of dollars, I am talking in terms of fairness.

Hon. Mr. Carton: I suppose there are such situations, but it is hard to understand there being a finding that he wasn't operating a business if he claims he was. I can ask him for his income tax returns, if he has any, which will show whether or not he was in business, and the commercial licence—

Mr. P. G. Givens (York-Forest Hill): He can be in business and not make an income tax return, you know. He may have had a loss.

Hon. Mr. Carton: You are talking about the lawyers again, Phil.

Mr. Givens: There are a lot of people in the monkey business you know.

Hon. Mr. Carton: I will have a look at it myself. I will be very happy to.

Mr. Martel: I would like to go on, and again I raised it last night. Maybe Mr. Adcock has the answer with respect to what will transpire on the linkup between Garson and Coniston?

Hon. Mr. Carton: Coniston? Yes sir, by golly. This was the matter that you spoke to me about some time ago, I guess. There were three alternatives, and the alternative that I am now coming up with is the authorization of approximately \$50,000 expenditure this summer for resurfacing with 1½ in. of hot mix asphalt, and then having the designation revoked.

Mr. Martel: Thank you, Mr. Minister. We won't even pursue that one. It is one of the good ones.

I want to pursue a point the member for Sault Ste. Marie (Mr. Rhodes) should have continued with last night. Coming from the government side, he wouldn't have pursued it.

We left off at the point where the member had got from the deputy minister the fact that west to Lively and east of the Sault was as far as the four-lane section was going to go for the time being. Beyond that, policy with respect to what goes in the middle hadn't really been formulated.

Hon. Mr. Carton: No, but it is being studied.

Mr. Martel: It is being studied. Well, I am like the rest of the members from northern Ontario—

Mr. Gilbertson: You're worse.

Mr. Martel: I might be worse, but I also got the highest majority in northern Ontario, Bernt, let's not forget that. I just throw that in.

Hon. Mr. Carton: You can't win.

Mr. Martel: The nonsense—I am going to use that term—we get from the Department of Transportation and Communications, that everything has to be determined on the number of cars utilizing a road, has always disturbed me. I think the deputy minister is well aware that I have taken a pretty consistent position on this over the years, that there are other factors that must be involved, I don't know how often he has driven on the roads of northern Ontario, following transport trucks mile after mile when it is raining or it is snowing and you can't see the road, but it builds up and you get bottlenecks.

I can show you the bottlenecks all the way from here to Sudbury, the real problem areas where we need some passing lanes in about four places. They are quite extensive, mind you, but nonetheless we could eliminate many of the bottlenecks in about four major areas and have traffic move somewhat freer if this department would get off its binge of simply considering how many cars are utilizing the road and get down to the fact that roads are for people and the utilization of people.

People in northern Ontario have great distances to travel under adverse conditions at the best of times. When you get into inclement weather, which is frequent, and you have to follow transports—I think this is what the member for Sault Ste. Marie was trying to say last night—and trailers, and people dragging everything in their trailer but the kitchen sink; there has to be a policy developed that goes beyond simply volume of traffic.

It has to take into account the inability of traffic to move. It has got to take into account climatic conditions and factors and the type of transportation.

You can get 30 cars on Highway 103 beyond Fesserton and not move at more than 45 or 50 miles an hour at the most, because you are behind three transports and six people hauling a trailer and a number of people hauling something else. You can't even get by, mile after mile.

I suggest, Mr. Minister, there has got to be a policy—and we are not asking for four-lane highways; make no mistake about it. We realize, as my friend the member for Oxford has suggested, that we don't have all that much money in the world but certainly, as I have suggested over the past number of years, we need passing lanes so that traffic can move. That shouldn't be too much to expect.

To gleefully pound yourself on the chest and say that there are nine passing lanes being built on Highway 17 is simply for the birds. There are that many curves in a mile and a half of road, so when you talk about nine passing lanes on hills or curves, you are really not even starting to touch the problem or to resolve it.

I want to know what the department's intention is. Are they going to expedite passing lanes in northern Ontario so that traffic can move or not?

Hon. Mr. Carton: There is a programme of passing lanes, but as to the number of pass-

ing lanes I personally don't have any knowledge. I know there have been several constructed in the past two years since they started it in 1970, but perhaps—

Mr. McNab: I believe there are going to be more.

Mr. Martel: Nine for this year's schedule? Or nine from last year?

Mr. McNab: I am not sure, but our programme is continuing.

Mr. Martel: Yes, but how long? We are not asking for four lanes; we are asking for passing lanes.

Mr. McNab: We don't put passing lanes on curves.

Mr. Martel: Okay, well they have them in New Brunswick and—

Mr. McNab: We put passing lanes on grades.

Mr. Martel: Just for the minister's edification, he might go to Nova Scotia and New Brunswick and be as surprised as I was when I drove over the roads two years ago.

Hon. Mr. Carton: Stanfield country!

Mr. Martel: Nova Scotia! What about New Brunswick?

Mr. McNab: They get 90 per cent subsidy there—

Mr. Martel: From the federal government, right! What do we get from that pact?

Mr. McNab: On the roads you are talking about, nothing any more.

Mr. Martel: I hope Phil Givens heard that.

Mr. Parrott: The just society.

Mr. Givens: Why do you think I left?

Mr. Martel: I am glad to hear that.

Mr. Givens: I wasn't getting anything up there either.

Mr. Martel: Well, we have got to have an acceleration, though; my God, you are building four lanes to six lanes. The question I want to put to the minister concerns the fact that you are building six lanes up Highway 400, which will then go off onto two two-lane highways at Barrie and then extending—how far do the two lanes extend beyond Barrie? Up to Gravenhurst? No, not even that far?

I want to know from the minister or the deputy minister, if it takes six lanes to absorb the traffic to Barrie or a little beyond, how then do you channel it down into two lanes or two two-lane roads?

Mr. McNab: It is four lanes to Gravenhurst, and there is a continuing programme there, but you find as you go north that the traffic bleeds off at Barrie, Gravenhurst, Orillia and—

Mr. Martel: I believe you mentioned something about 60,000 cars per hour on Highway 400.

Mr. McNab: That's right.

Mr. Martel: Sixty thousand an hour?

Mr. McNab: No, I said a day.

Mr. Martel: I wrote it down; I wrote it down!

An hon. member: A public financed expressway.

Mr. Martel: Okay, 60,000 cars a day, but how are two lanes going to take that? They must bleed off rather quickly.

Mr. McNab: Well certainly; they bleed off at Highway 7, Highway 88, Highway 27 north, Highway 93—

Mr. Martel: I wish we could bleed them off that fast on 103 so that we could move.

Mr. W. Newman (Ontario South): I wish we could bleed you off for a while.

Mr. Martel: You'd like to, Bill, but it's not within your power to do so.

Mr. Gilbertson: I wish the hon. member would get with it and get it over with, because there are other speakers and we don't want to stay here all summer.

Mr. Martel: You know it's interesting. The member who just spoke, who just interjected, agreed with me this morning at breakfast.

Mr. Gilbertson: Makes good common sense, too.

Interjection by an hon. member.

Mr. Martel: How many passing lanes can we anticipate this year to move traffic in the north?

Mr. McNab: I'll have to refer to my records.

Mr. Martel: Cut back the money down here for a while.

Hon. Mr. Carton: Mr. Givens wants more!

Mr. Martel: I'm not worried about Toronto. They get it all in subsidies for subways and we don't have subways in northern Ontario. We have the worst climatic conditions and the longest roads and the poorest roads to travel on.

Mr. Haggerty: You have a good stretch of highway from Sudbury to Timmins—

Mr. Martel: What? The cow trail?

Mr. Haggerty: Get off, that's—

Mr. Martel: That's tokenism at its worst, that road!

Mr. W. Newman: That 69 is one of the best highways in Ontario.

Mr. Haggerty: That was a nice stretch of highway!

Mr. Martel: That's pure tokenism, that highway to Timmins.

Mr. M. C. Germa (Sudbury): Why is it a 50 mile an hour zone if it is a good highway?

Mr. Haggerty: We get roads down here at 55 miles an hour, 50 miles an hour; they're good roads—

Mr. Martel: Not even wide enough to change—

Mr. Germa: For 150 to 180 miles?

Mr. Martel: Are you aware that it isn't even wide enough to pull your car off onto the shoulder to change a flat tire? In places you have to leave your car on the travelled portion of the highway.

Mr. Haggerty: It is just as good as Highway 10 near Owen Sound.

Mr. Martel: Tokenism at its worst! In fact, it's four feet below the 1954 standard. There are places which are 20 ft wide. The 1954 standard established by the department was what, 24 ft of pavement?

Mr. Haggerty: You should travel Highway 3 west of Port Colborne.

Mr. Martel: You know, if you took Mr. Stokes advice, if you just gave up the over-heads and we put them end to end, we'd have good roads in northern Ontario. You've got so many down here. We'd get rid of all the bottlenecks.

When can we anticipate the results of this study being finalized?

Mr. McNab: What study?

Mr. Martel: The minister said it was being studied.

Hon. Mr. Carton: From Sudbury to the Soo.

Mr. Martel: No, I'm talking about Highways 103 and 69—

Hon. Mr. Carton: No, I said the study was on 17.

Mr. Martel: When can we anticipate that study?

Mr. McNab: About two years, 2½ years.

Mr. Martel: Have you got one man to study it? I look at the people you have working on 400 and it blows my mind.

Hon. Mr. Carton: It boggles the mind.

Mr. Martel: No, it blows it this time. I was told to change last time.

You've got them so close together, they can't even move. There's so much equipment out there. This doesn't happen in the north.

Mr. E. R. Good (Waterloo North): It carries 60,000 an hour!

Mr. Gilbertson: Sure; it's a contractor. What's the difference? Let him have as many men as he wants.

Mr. Martel: What about from 103 on? I'm talking seriously about a study on passing lanes to move traffic across northern Ontario. It's time the nonsense stopped. I'm very serious about this. We have to move traffic somehow.

I volunteered to drive the minister up to Sudbury on Friday. We would get in behind the traffic—he would enjoy himself. I would hope it would be raining and we would get in behind transport trucks. You can't even see the road.

Hon. Mr. Carton: It won't even be raining. It'll be a frosty Friday when I drive up there with you.

Mr. Martel: It might snow—and that is just as bad—if it's a frosty Friday.

Interjection by an hon. member.

Mr. Martel: You know, on 69 once you leave 400, there are four bad spots, and if you did some work there where the passing lanes are needed, that would take you right into Sudbury. It's after you leave Fesserton

to the Gravenhurst turnoff, about 38 miles; not even that long, about 26 miles. Then into Parry Sound, about 20 miles south of Parry Sound. Then in the Noelville to Burwash area and then the last 10 miles into Sudbury. If you put some passing lanes there, you could improve the—

Mr. McNab: We know where all passing lanes would be desirable. In the construction of passing lanes, particularly on the highways you're mentioning, what we are attempting to do, of course, is to make our programme compatible with the money we have available.

Also, there's another point. The passing lanes should become part of an eventual four-lane highway—in other words, designed so that when the highway is widened, they would become part of the four-lane construction.

Mr. Martel: You see, that can't be the premise you start from. We don't need four lanes in the majority of the areas.

Mr. McNab: No.

Mr. Martel: And we're not going to need it for 20 years. You and I won't be around that long when we'll need four lanes from—

Mr. McNab: Between Toronto and Sudbury?

Mr. Martel: Right; or on Highway 17!

Mr. Gilbertson: Start from Sault Ste. Marie and go east then—

Mr. Martel: I'm saying what we need.

Mr. McNab: I have to disagree with you there. Certainly well within the time span that you're talking about, we will require four lanes.

Mr. Martel: And in the interim you can't do much.

Mr. McNab: No. In the interim, any improvements, wherever possible, we would like to be part of the ultimate four-lane highway.

Mr. Martel: They don't take very high priority though, do they? Those passing lanes? Because there are very few all the way up. I can't think of one, except near Parry Sound. There is one south of Parry Sound, maybe 15 miles south where there is work now going on, and there is one at Wahnapiet on Highway 17 east. In the area I travel those are the only two passing lanes

I know of that are being worked on at the present time.

Mr. McNab: I haven't any figures on what are being worked on at this time. I know in the area you are talking about, between Sault Ste. Marie and Sudbury south on Highways 69 and 103, in the last two or three years we have constructed either 17 or 18.

Mr. Martel: Do you think that's lots?

Mr. McNab: No, I am not saying so. I'm just telling you how many there were. You said there were two.

Mr. Martel: I said there were two that are being worked on at the present time. I said earlier when I started that there were nine, I believe, last year, but I only know of two at the present time where work is actually going on. One is on 17 east of Sudbury, and one south of Parry Sound, for a total of two. There might be a couple more, but it doesn't give much priority to the needs of the people in northern Ontario in making volumes of traffic move more rapidly. I just think there has to be a definite policy—and a definite undertaking by this minister that a minimum number must be built annually to improve the conditions.

You start across from Highway 17, from the Soo to Thunder Bay—that's 450 miles—and you get in among some of those heavy transport trucks and it's just murder. You can't get by and it's the frustration that leads to the accidents. If at the odd place you could get by—

Mr. Haggerty: Take the transports off the road and move freight by rail.

Mr. Martel: By rail? That's going to be some day!

I will leave that, hoping that we will see a whole raft of them next year. When you go to Treasury Board, when you set your priorities for next year, it might be for improvement of the needs of the people.

I have a couple of minor points. The minister asked me what project might be undertaken in Sudbury this year. It isn't one that is going to rate high with the minister, but it will serve two functions. It's a little small highway called 537. It would link up Highway 69 south and Highway 17 east about 12 to 13 miles south of Sudbury. It's about 12 miles across. There is a Finnish community in there, but it would serve two functions.

These people have a dirt trail for a road. There were signs of work starting last year

and some cutting has been done. I think it can serve two functions which would help the flow of traffic in that large transport trucks coming to Garson, Falconbridge, Coniston, the mining communities—not so much Coniston now because it's been wiped out for the time being—would bypass the city of Sudbury by going across there.

The distance is just about the same. In fact, it's probably about three miles shorter for them if they were to cut across that 12 miles. It would also serve, or would give the people in that area, a large Finnish community, a road which they don't really have now. I drove over it as late as two weeks ago on my way home. I can skirt the city of Sudbury and I sometimes go across there. It was deplorable even last week, or two weeks ago.

Hon. Mr. Carton: Highway 537?

Mr. Martel: Highway 537 I guess it is, from Highway 69 south.

Hon. Mr. Carton: To Wahnapiatae?

Mr. Martel: To Wahnapiatae. It could serve as a bypass which would take traffic from 69 south to 17 to Garson and Falconbridge, and again the large transports would pick up the bypass for which you have just announced a \$50,000 grant. They could pick it up and get over to Falconbridge, without even having to take all these large trucks into the city of Sudbury. So it would serve two really useful functions, keeping heavy transports out of the downtown core of the city of Sudbury, and at the same time provide that community with a decent road.

It doesn't have the largest population, but it's certainly the area in my riding that most needs some improvement on their road. I base it on the needs of the people rather than how many people it's going to serve.

Hon. Mr. Carton: We will look into this.

Mr. Martel: Fine, I appreciate that very much.

There's just one other final problem on the limited access. I raised it last night but I had to wait I believe until this vote. Do you want to talk about that now? I advised you it was coming. It is about Highway 17 east and the permit they had received in 1969 from the Department of Highways. I have a copy here, dated September 29, 1969.

Mr. McNab: May 24 is the date of the letter to me.

Mr. Martel: I have one as late as September 29, 1969.

Mr. McNab: No, but the letter to me was on—

Mr. Martel: Oh yes, the letter to you was on May 24.

Mr. McNab: As the minister pointed out, the reason I didn't attend to it, and you know I am very prompt with my correspondence, particularly to you.

Mr. Martel: I wasn't doing it for that reason, I can assure you.

Mr. McNab: No, but I have been advised that the report answering the queries in your letter is on my desk now for my consideration, and if I approve it will be forwarded to you.

Mr. Martel: Fine! I wasn't bringing it up to cast any type of dispersion last night. I just thought—

Hon. Mr. Carton: It was a business trip. It was on business.

Mr. Martel: Yes, I'm sure it was. I am not even questioning what it was. I have had too many dealings with the deputy minister over the last five odd years, and they have always been fruitful, except when we talk about northern Ontario.

Seriously, I have always found him most co-operative, and I wouldn't want the impression left that I was trying to embarrass him in any way, shape or form.

Mr. McNab: I'm unembarrassable.

Mr. Martel: Oh, no, I wouldn't—

An hon. member: Unbearable he means.

Mr. Martel: —with that, Madam Chairman.

Madam Chairman: Thank you Mr. Martel. Mr. Germa.

Mr. Germa: Thank you Madam Chairman. Mr. Martel has certainly raised quite a few issues that bother me as well, coming from the area.

I have just one more bit of evidence to add to some of his complaints, and it is in regard to a letter I sent to the then minister on December 21 last.

Eight persons were killed on Highway 17 between Sudbury and Sault Ste. Marie on that particular weekend. The reply I got from the then minister indicated that everybody was drunk in all of these accidents,

which only leads me to believe that anyone who drives on Highway 17 sober is crazy, because the road is in that bad a condition. So it sort of adds to the evidence that Mr. Martel has given.

It is a dangerous strip of highway, the distances are long, the weather is bad, and we certainly need all the improvements that Mr. Martel has cited.

But when you get eight deaths in one weekend, it is not a laughing matter. This goes on almost every weekend, but this was a particularly bad weekend. So I wish the minister would take seriously, everything that Mr. Martel has said regarding our conditions up there, because we do have a problem.

The parochial part of my question, that I have right now, concerns the four lanes beginning at Power St., going to Highway 536 at Lively.

The extra two lanes were completed; the granular base and the surface, all ready for paving, was finished way last Spring. Now those two lanes have been sitting there without pavement on them for somewhat over a year now; and to my knowledge I don't know why.

I know various people have tried to find out why the top surfacing has not been done. This is a highly travelled route. It leads to various industrial complexes like Creighton Mine and Crane Hill Mine, Lively.

I don't know why the government is waiting to put the asphalt down, because certainly the highway is complete in every respect except that. I'd like to know what the hold up is on that one?

Mr. McNab: The files that we have here, Mr. Germa indicate this is the contract that was awarded to Peel Construction in September of last year.

I am not too sure of the working days. They haven't completed the working days in their contract. The contracts are called and they must have the work done by a certain time; which is made up of working days and rainy days are taken away from that. Rather than a fixed date it is so many working days. They haven't completed their working days as yet. I'll look into it, and certainly if this thing is ready for an application of pavement, we'll get the contractor moved on to it.

Hon. Mr. Carton: This rings a bell in my memory.

Interjection by an hon. member.

Hon. Mr. Carton: The answer to that, as I recall—and I gave the answer in the Legislature—was that the contract had been awarded in the latter part of September, it was to start around May 24, and it was to be completed in October. They are getting the mix ready now, they are starting in the first part of July and it will be completed by October.

Mr. Germa: Mr. Minister, I am quite sure it could have been done even last summer.

Hon. Mr. Carton: No, it couldn't have been done because the contract wasn't awarded until the latter part of September and they didn't want to work over the winter season.

Mr. Germa: Very often we get answers that you have to let this sub-base set for a year so that it will shake itself down, but I can't accept that. When I see Highway 400, they're putting down the sub-base and the asphalt is coming half a mile behind the sub-base. This business of waiting a year between construction and pavement doesn't make sense.

Hon. Mr. Carton: When the contract was awarded almost in October, I guess he couldn't start it last year, not in the north.

Mr. Germa: I was suggesting, sir, that this shakedown year was not necessary.

Hon. Mr. Carton: I see.

Mr. Germa: Mr. Minister, we attended a very interesting meeting just last Monday night with one of your engineers who is looking to acquire land from Highway 17 west across to Highway 144—a sort of bypass and an industrial road to service the industrial complexes there. He is running into extreme trouble with the International Nickel.

I just don't understand the timidity when the department needs a piece of land to put in a necessary road. Mr. Martel indicated how you deal with it—you go out and you expropriate the land. You don't fiddle and fool around too much; you decide where you want to go.

The engineer showed us a 7,000-ft corridor which would be a prime route for this road and which would come out in the town of Azilda. It is absolutely desolate country; there are no people living there. But the International Nickel Co. is 100 per cent owner of this 7,000-ft corridor.

Mr. Martel: Falconbridge owns a part.

Mr. Germa: Yes, Falconbridge has a couple of ore bodies in there too.

Highway allowance is probably 100 or 180 ft, depending on what you are planning there. It seems strange to me that in a 7,000 ft corridor, we can't snake a route through these ore bodies, because ore bodies do not run in such a way that they are going to obstruct an entire 7,000-ft corridor. Yet the International Nickel Co. seems to have certain powers over the department that we can't come within half a mile of its buildings or within half a mile of its mine shaft, or whatever. I just wondered if you are dealing differently with mining companies than you do with private individuals?

If I might just elaborate a little more. On the other side of Highway 144 connecting with LaSalle Blvd., as you know we are trying to get another route through there. I think we still have not acquired a designated route through that area on account of mining rights and ore bodies.

Mr. Martel: They gave the land, then they took it back. I was in the deputy minister's office a year and a half ago when they gave the land; now they have decided they want it back.

Mr. McNab: First of all, if I may, Madam Chairman, the LaSalle Blvd. project is one the city is undertaking, which we are subsidizing. I was of the opinion the last time I was talking to the city engineer that they did not anticipate any serious problem with the acquisition of the property. We are subsidizing it, but it is their project.

The other one you spoke of is definitely ours, I think 100 per cent. I had original meetings with Inco people when they were discussing the possibility of the line, and they assured me of their co-operation in this. You asked how we treat mining companies when we are in mining areas.

We have to be extremely careful not to get on any rich ore bodies with a highway, if at all possible. If we do, then we are going to interfere with their operations; and the whole area depends on it for employment. If we use a section of prime mining claims, the cost can be extremely high when it is related to the value of the ore body.

Now, I'm talking generalities here. I don't know the particulars.

Mr. Martel: Did they show you one overlay in Falconbridge. You know, they talk in terms of, "we have got an ore body."

Mr. McNab: Yes.

Mr. Martel: I said this the other night in the meeting with your people in Sudbury—Bud and I were there. I said: “Has Falconbridge or Inco brought out a map and in that strip put an overlay on it, and shown where those ore bodies actually are?”

Mr. McNab: Well they haven’t shown me; but I would be interested to know the answer.

Mr. Martel: They haven’t?

Mr. Germa: That seems to be the problem. These people are reluctant to define in specific terms where their ore body is, so that we can sneak through between them. I fully appreciate the value of an ore body, and I’d be the last person to want to ruin it by putting a highway on top of it.

But your engineer on Monday night said that he had not been able to get from the International Nickel Co. those precise areas in that 7,000-foot corridor that were due to be mined. Until such time as they are willing to give this information, then how can we sneak through?

Mr. McNab: Well was it a case of them not knowing themselves, or are they denying us the information?

Mr. Germa: I would suspect it is denial of information, because I think the company knows within a square foot the ore bodies within that area.

Mr. McNab: Well it is quite possible then that the deputy minister might speak to the Inco officials.

Mr. Germa: I suspect you might have more influence than your engineer from North Bay, Mr. McNab.

Mr. McNab: I will undertake to do that, sir.

Mr. Germa: You know, he was pretty well trying to sell us another route, farther west of Lively, which was going to bring us away up into the Chelmsford area, which in my mind is not going to do the job that would really suffice on this road.

Mr. Martel: You have a study here in Toronto which indicates that by taking the alternative, going further west, coming out at Chelmsford as opposed to Azilda, the traffic that would use the Chelmsford route would be greater than that using the Azilda route.

I have always taken the position that what we should be attempting to do is bring the people in from the valley or the basin, where there are 18,000 residents, and get the workers to use that route so they don’t have to go through the core of the city. They are now considering a link-up of the Azilda route with the La Salle or the Mallet road, where they would come out almost together. Whereas, if you go up to Chelmsford you are going five or six miles beyond, and creating a road that would be 11½ miles.

So what you would be doing is getting the workers to travel about 20 miles further to reach their place of work rather than cutting through the city of Sudbury, and I don’t buy that.

Mr. McNab: No, well I think what you must appreciate, Mr. Martel, is that in studying an area for a possible location we have to look at a number of alternatives. I would agree with you that in determination of the final line the main thing, of course, is to bypass as much as possible the city traffic for the benefit of the miners going to and from home and work.

I am quite sure that these alternatives have to be looked into, because they are locations that have been suggested to us, the same as you have suggested locations. We mightn’t think they are any good, but we are certainly not going to take our intuition on it, we are going to look into them and I think this is what you will find is the case. I didn’t see the plans that our Mr. Smith gave you, I imagine he showed you more than one line.

Mr. Martel: Oh, a dozen lines. But we’ve run out of lines; there’s no place left to go, they haven’t got a place to go.

Mr. McNab: I’ll look into it, if that’s okay.

Madam Chairman: Mr. Germa.

Mr. Germa: Mr. Stokes raised a question of a brand new piece of road with a monster “bump” sign on it where you have to reduce speed to 45 mph. It’s rather disconcerting to see millions of dollars pumped into a highway which lasts about six months and then the thing breaks up.

I realize this is unique to northern Ontario. You certainly don’t have the frost problems, the quicksand problems and the rock and ridges in southern Ontario that we have in northern Ontario. But I just hate to see this money wasted, when six months later you’re reduced to hardly moving on account of bumps.

I just wondered, is the department using the same criteria for construction in the northern part of the province as it is down here, where you have a good solid base? You don't have frost, you don't have quicksand problems and all these other things. Just how do you approach this problem?

Mr. McNab: Certainly our standards are not the same. We have standards of construction for rock country and for muskeg that are vastly different from what we have down south where, as you point out, we don't have the same frost penetration.

Mr. Haggerty: Why are all the signs in southern Ontario a "bump" here and a "bump" there?

Mr. Germa: Well, I undertook to count the "bump" signs from Sudbury to Toronto one day and I just ran out of numbers.

Mr. Martel: He wasn't even counting the bumps, he was just counting the signs.

Mr. C. E. McIlveen (Oshawa): At least they warned you, Elie.

Mr. Germa: I just wondered what experimentation has been done. In the city of Sudbury we have the same problem; we're on muskeg. A couple of years ago we went into—I don't know whether the idea came from your department or where it came from—deep-lift asphalt where we built a road with 18 in. of asphalt. Rather than put our money into gravel, we put our money into asphalt, and that's one piece of road that hasn't moved. It's the only piece of road in the city that hasn't moved. I wonder if your department is looking in this direction?

Mr. McNab: Well, we certainly do. We're experimenting and have test areas of various kinds on what we call deep-strength surfacing.

What we have to get is a balance. Some of the construction methods would absolutely guarantee the road would last forever, but the cost is beyond what we or any of the municipalities could undertake. So we have to strike a balance and anticipate maintenance costs.

But insofar as pavement strength and pavement design are concerned, I don't think there's any other subject within the department that gets such intensive study—and this isn't only with ourselves; it's with all the municipalities, particularly in the northern climes. Even to the extent that we are exchanging ideas with the Russians on muskeg

treatment and what not. They have very similar climatic conditions to our own and are dealing with the same problems.

Mr. Martel: Talk to the Russians on the electrolysis system. I'm not sure if I asked this before, but I recall raising it and you were looking into it. They're using a type of electrolysis, aren't they?

Mr. McNab: Well, Mr. Adcock could probably speak on that if it's permissible.

Mr. Adcock: I'm not familiar, Mr. Martel, with this electrolysis thing that you mention. The one thing that hasn't been mentioned here, which the Russians and ourselves and many people in the northern parts of North America are experimenting with right now, is application of styrofoam.

We found, quite successfully, that we can keep the frost penetration down to very minimal amounts, even with very cold temperatures, by putting in applications of varying depths of styrofoam. This is still very experimental. We're still experimenting in northern Ontario. I think an experiment was carried out in Sudbury.

Mr. Germa: I saw a project just over the weekend.

Mr. Adcock: We're quite pleased with the results that we have had with the styrofoam. The one problem is, of course, that it is quite an expensive application. It adds quite considerably to the cost of the road, but it is certainly a wonderful way of treating the ambient bump, if you like, the bump that we can't explain. We can dig that section of road out and put styrofoam in and the bump never seems to recur so we are quite encouraged with that.

I would be interested to hear about electrolysis, Mr. Martel.

Mr. Martel: I raised this about three years ago. They are using cable and they are trying to dry out or keep dry the under-surface, which of course when it freezes, leads to the expansion which ultimately leads to the bump pushing out. They have some glowing reports. I sent the deputy minister the material about three years ago when this was proving very successful.

They were running cable under the paved portion actually and through a process of electrolysis were trying to keep it dry so that even if the soil hardened, because of frost, it didn't bubble up because there wasn't nearly enough moisture left for it to bubble up.

Mr. Adcock: We have used electrolysis to give us foundation conditions where we can build a foundation for a structure where normally we wouldn't be able to because of the fluidity of marine clays and things of that nature. We have never, at least I have never, heard of it being used for the condition that you are suggesting, that is the treating of bumps. I would expect it would be, because of the cost of power, an extremely expensive operation.

Mr. Martel: That's what I asked when I originally raised it, to see if there was any validity. I think the hon. member for Sudbury has put his finger on what we are concerned about. We have watched the department come in and they have a nice new road and in the first winter you see the cracks already. You are out with repair crews and no matter how much you seem to be spending, the maintenance of that road, after a year and a half, starts to be very high.

The solution has to be, ultimately, more research, which I have always advocated for your department. You need one heck of a lot more money for research. In a department with your type of budget, the piddly amount it has for research doesn't make sense to me.

I know all the arguments. I have heard them all. You know, we share with the federal people and other things.

There is one problem which has to be resolved and which will ultimately save us money—it would be to be able to maintain a road so it doesn't break up from adverse climatic factors. That was one suggestion. I have just thrown it out to see if it could be investigated more thoroughly. I have written, but they tell me the papers are in Japanese and I don't read Japanese. Apparently at the last world conference of roads it was also introduced.

Madam Chairman: Does this conclude for you, Mr. Germa?

Mr. Germa: I have another question.

Madam Chairman: Do you have another question? Right. Mr. Germa has another question, Mr. Minister.

Mr. Germa: I wonder if I could ask a question about costs of construction. I am sure very often your bids come in and they don't agree with your estimates. I just wondered what your people do in that instance.

Have you ever thought about a system of getting a handle on costs so you will have some explicit knowledge of whether or not these bids are in line with your estimates?

In the city of Sudbury, as one instance, we let our public works department run right down to nothing. When we were calling contracts, the contractors knew they had us in the corner and they used to kick the hell out of us.

We undertook to build our own construction crew, and whenever a bid was way beyond an estimate, we would get our own public utility to bid on the job. Very often, we found out that the bids from the private contractor were absolutely ridiculous. Our public works department was then encouraged, and is even now bidding on almost every contract. They bid just like the private bidder.

Would it be advisable to have, say, a Crown corporation operated by the province to bid on these projects?

Hon. Mr. Carton: We have an excellent system and I will let the deputy explain it to you. I was most impressed by it.

Mr. McNab: On every contract that we award, our design people prepare estimates. In pricing the job we keep an up-to-date inventory of construction costs on the various items. We have a section of 25 people in all for this work. When the contracts are finally advertised and bids submitted they in effect bid those jobs, as you are suggesting.

If a contract is an unreasonable amount in excess of what our estimates are, we delay the award and actually send head office people out into the field to see just why this difference exists. If we can't find an explanation for it, such as shortage of material or difficulty in a gravel haul, or any of a multitude of items, then we do not award. We recall it. On some occasions we still have a capability of undertaking our work. We have on occasions constructed the project ourselves.

Mr. Germa: Do you have that facility?

Mr. McNab: We have that capability, yes. And in this way, in effect, we bid every job along with the contractor. If they are out of line, we recognize it immediately.

Just about three or four weeks ago there was a job that we felt was in excess. We are not saying that there is anything wrong; collusion, or anything like that. But we felt it was too rich. We changed the conditions in the job and we are going to recall it. We will try it again.

Mr. Germa: Could I ask about the feasibility study presently underway from Sudbury on Highway 69 south to the French

River? I have attended several meetings on this. They are calling public hearings, and I must say this is a good way to approach the idea. They are calling various people from local road boards; municipal councillors; and the local MPs.

The feedback we are getting is that when we ask for specific times when we might expect some improvement, because it is badly needed in that strip, we get estimates of up to 20 years. The people in charge say: "Well, it might be 20 years before this thing goes into effect."

Right now is when the improvements are needed and 20 years from now we are going to be bogged right down.

I just wondered what is the time limit on improvements of 69 south from Sudbury to the French?

Mr. McNab: Well, you spoke of these public meetings with input from municipalities and from business people; a complete cross-section of the community. This is really a pilot project and we have great hopes for it. Public participation is important at a very early stage so that there can be this input; and it's working out extremely well, I think.

I'm glad to hear you say you feel we have got something good going there. Now these people that are undertaking this study are certainly in no position to set a time when the work is actually going to be undertaken. In a thing like this we have to work well in advance of our construction programme. Their plans will be completed; the studies will be completed; and then it will be a matter of government policy and availability of funds when this work will be programmed. I don't know if the minister can, but I certainly couldn't give you a definite date now when this will be done.

But when we do undertake it, we are not going to be working from scratch. We are going to have all the input and a well-defined line. I would add too, because I think it's extremely interesting and encouraging, that as a result of local input on one particular 20-mile project, a third of the line was altered as a result of the recommendations that we got locally.

Mr. Germa: Well then, this seems to be the area in which your people got into the biggest trouble. Everybody wants to know when and—

Mr. McNab: Well, this is the danger. Some jurisdictions, though, hesitate to get into this advanced planning because the

implication generally taken by the people is that we are going to be able to get right in and construct it. It makes it a little difficult, because we might be working on a 10-year plan. Once we meet the people and decide that this is what we are going to do, some of the public expects us to start construction the next year.

Mr. Martel: Can I make one recommendation?

Madam Chairman: Mr. Givens—

Mr. Martel: Madam Chairman, may I just make a recommendation on these meetings that Mr. McNab was talking about and which are very useful?

Madam Chairman: Mr. Givens is waiting patiently.

Mr. Martel: You don't mind if I make one comment?

Mr. Givens: No, for the love of Sudbury, no.

Mr. Martel: When these meetings are being scheduled—

Hon. Mr. Carton: That's a new one.

Mr. Martel: —particularly for the members, the farther away you live the more difficult it becomes to attend the Wednesday night meetings. Could you have them when the House is not sitting—unless the minister is about to lay on a plane for us?

Seriously, have them scheduled on a Monday, or a Friday or something like that. It is very difficult to drive all the way to Sudbury on a Wednesday. I've missed the Estaire ones, and that's right in the heart of my riding, yet I just couldn't get up with the estimates going on here. I couldn't get up to Estaire and back on a Wednesday night.

Mr. McNab: Certainly, we'll look into it, Mr. Martel. There is one problem, of course, when you are dealing with great cross-sections of people everybody has ideas.

Hon. Mr. Carton: There are council meetings on Monday, you know there are all kinds of problems down here.

Mr. Martel: Well, it just means that the member can't get there. The distances are so great.

Hon. Mr. Carton: I appreciate that.

Mr. Martel: I think they are important. They are very good. They are well attended. They scheduled one where they thought they were going to get a handful of people and they had 300. The people are interested, and I think it is a good way of avoiding a lot of problems.

Madam Chairman: Now Mr. Givens, it's yours.

Mr. Givens: I would like to know whether you have an inventory of the real estate you own, both in your capacity as a department and with partners?

For instance, I would like to see the inventory of real estate that you must own with respect to Highway 400, when you still had dreams of going south, the real estate inventory that you have in partnership with Metro on the infamous Spadina and whether you have such an inventory of the properties that have been acquired with respect to the extension of the Gardiner Expressway into Scarborough. Maybe you haven't got too much there, but I would imagine you must be one of the biggest real estate owners in the country? Am I assuming correctly?

I would like to know, quantumwise, how much money is involved. The point I'm getting at, Mr. Minister, is this—if it's trivial I won't bother with it, but I suspect that it is a lot—I would like to know how it is managed.

How do you service the debt? When do you start disposing of the stuff? When do you make a judgement that some of these properties are surplus to your needs and you start getting rid of them? There must be millions of dollars tied up in such an inventory, I assume. What I am asking is, do you have such an inventory? Can you tell me what it is? Then the questions will flow therefrom.

Hon. Mr. Carton: Would you take one of them as an example, or do you want all of them? We have them all, they can be obtained, but it is not done in a few minutes.

For example, on the 400 south, our policy with respect to the acquisitions is that we don't service any debts. When we take them over there are no mortgages on them.

Mr. Givens: No, there are no mortgages, Mr. Minister, but they are all acquired by long-term debentures. In the case of Spadina, you're partners with Metro for whatever you bought there. And as that stuff is lying here, the taxpayers from the whole of the Province of Ontario, including Sudbury, are paying for this stuff. I wonder how fast we can get out

from under some of these obligations, if it's possible.

Hon. Mr. Carton: I'm advised the 400 is all ours; the Spadina and the Scarborough are with Metro. We subsidize that.

Mr. Givens: Yes. Now, as far as the 400 is concerned, I would imagine you bought that outright, but as far as the Metro part of Spadina and the Gardiner is concerned, our part was debentured on bonds for a duration of 20 years or so, so I suppose your half there also wouldn't have serviceable debts. Is that correct?

Mr. McNab: That is correct.

Mr. Givens: You pay cash on the barrel.

Mr. McNab: We pay cash on the barrel.

Mr. Givens: Okay! Well all right, so that is no concern to you in this budget.

Well I would still like to know how much money we have tied up there as a province. Because even though you don't pay interest, you know you are still paying it in an invisible way. Because if you spend a million dollars on real estate that's just lying there, you might as well ascribe to it six or seven percent interest, because it's money that you would not have had to borrow or that you could divert to something else. You know what I mean?

Mr. Young: Of course it is going up in value every day isn't it?

Mr. Givens: Well, that is a factor. Maybe it is, and maybe it isn't. It depends on what you are going to use it for.

Mr. Young: Well, the land in Metro has certainly gone up in value. I imagine the Spadina property is worth five times what it was worth when it was bought.

Mr. McNab: Insofar as our policy is concerned on the use of property that is maybe surplus, when we acquire our property there are parcels of land in severances that are surplus to our requirements. If we are sure that we are not going to need it for further development of the highway, then it is auctioned off.

Mr. Givens: Yes, like you did to poor Ab Campbell out there in Scarborough.

No, seriously, let's get back to where I started. I would like to know whether you have an inventory, I would like to know what it is.

Now, Mr. Minister, I would rather start with Spadina, as an example. And depending on where your figures lead me that's where I will go, I don't want to put you to too much work for nothing.

I feel on the basis of what I know, that we must have an awful lot of money tied up in real estate which isn't doing anything for a period of many years. I would like to look into it and see how many millions we have got tied up in land and in houses and in other buildings, that is just lying there.

Hon. Mr. Carton: Well again, the Spadina isn't ours, Phil. It would be with Metro Toronto.

Mr. Givens: Well, you would have—

Hon. Mr. Carton: We subsidized it.

Mr. Givens: All right, so you paid a subsidy! I see. So then my question would have to be directed there.

All right, well then can I have it on Highway 400, where Highway 400 meets Highway 401 at Jane St. I understand you acquired a lot of land down the Black Creek, probably all the way down to St. Clair, at the time that you thought you were going to go ahead with that.

Mr. McNab: We have all that. We have an inventory of our entire holdings.

Mr. Givens: You own houses there?

Mr. McNab: I don't think we have any houses on it, there may be one or two. But that is cleared land. That at one stage, if you recall, was market garden land and valley land, some of it flood plains.

Mr. Givens: Well fortunately you got in there very early in the game.

Mr. McNab: We started to acquire that, of course, when we built Highway 400, and I think some of the purchases go back to around 1948-1949.

Mr. Givens: Would you consider disposing of it now by auction?

Mr. McNab: It is being considered.

Hon. Mr. Carton: Could I pose a question? What is the purpose of this, because as it reflects in my mind you could be getting at the fact that there are carrying charges that are going on, etc. But holy smokes, if you bought land five years ago you have made a fortune. It is not really costing you, because with the increment in prices over the past

five years, anywhere, you are certainly not losing any money.

Mr. Givens: Yes, but Mr. Minister, you are not really in the business of being a land speculator, and it isn't worth anything to you unless you dispose of it. Now the department has held onto it for a long time. I don't know what else you could have done, but what I am trying to get at is this—

Hon. Mr. Carton: We have to hang on to it! With the way things are today, with the decisions that are being made, with public hearings and everything, we have to start property acquisitions and we have to hang onto them.

Mr. Givens: Well the fact I am trying to get at, Mr. Minister, is this. If we keep on making plans and we keep on ascribing money for the purchase of land and we keep on reversing ourselves for the best of purposes, we are putting a lot of money into real estate which is just lying there; and probably to the deprivation of other people, like my colleagues who are sitting here from other parts of the province who could be using this money for better purposes.

Now I don't doubt that this land has gone up in value. No question about it.

But it is not worth anything to the people of Ontario, we just hold it as part of an inventory of land. We probably have more land than the Episcopal Church in the United States. That is what I'd like to know and that's what I'd like to see.

Mr. McNab: Other than the large block of land that you have mentioned here, the Highway 400 extension to Eglinton Ave., we have very few large blocks of land that we aren't going to need or that we are sure that we are not going to need. We have a policy of disposing of land when we are assured that we are not going to need it.

For instance, we had certain sections of land that we acquired along Highway 401 when we first built it. The most expensive possibly was around \$2,000 an acre at that time.

Fortunately, we didn't sell too much of it off but some of it we did sell off; and we had to go back and acquire land for widening. Land values there of \$50,000 to \$70,000 an acre were not unusual at the time we widened the highway, but fortunately with the width that we had acquired and the type of construction, we contained it mostly within our original acquisition, other than around

the points of the interchange. This is when we had to acquire fairly large blocks of land.

Mr. Givens: I'll give you another example of what I mean, Mr. Minister. As the province, we are partners—when I say “we” I mean provincially—in the Spadina houses that were bought. I forget how many there are, but I am sure Metro has an inventory of them. They have now come to the point, because of the indecision over the past year as to what is going to be done, where these houses have run down terribly.

There is now a cry for low rental housing and there is a question of who is going to maintain them and who is going to fix them up to make them habitable. Metro's been forced into a position where they've had to invest several hundreds of thousands of dollars to fix them up and maintain them during this period of indecision, pending a decision as to what's going to happen from here on in.

Mr. McNab: They'll get subsidy on that.

Mr. Givens: They will?

Mr. McNab: It was approved, to maintain these properties in proper condition.

Mr. Givens: Is it contained in these items, Mr. McNab?

Mr. McNab: It'll be contained in any subsidy to Metro—block subsidies to Metro, not as individual items. They come in and request a subsidy on certain items. They are checked to make sure that they are approved items for subsidy.

Mr. Young: Are those houses rented in the meantime?

Mr. McNab: Yes.

Mr. Young: So that there is income from them.

Mr. McNab: That's right.

Mr. Givens: So then you are subsidizing them, I trust, to the extent of 50 per cent?

Mr. McNab: That's right.

Madam Chairman: Does that finish for you, Mr. Givens?

Mr. Givens: With the understanding that you are going to give me the figures on the 400 holdings.

Mr. McNab: We can give it to you before we leave here tonight. We have it right here.

Madam Chairman: Mr. Good is next.

Hon. Mr. Carton: Can you give it right now?

Mr. Gilbert: I can give it right now.

Hon. Mr. Carton: Let's give it right now and get it over with.

Mr. Gilbert: Madam Chairman, Mr. Givens mentioned from 401 right down to Eglinton. I think he recognizes the fact that 401 to Jane is a highway that is built, so I assume he is speaking about the area from Jane Street to Eglinton.

The area we have acquired is 173 acres and we've disposed of 23 acres of that. That was adjacent to the area where we had already built our highway, so we still have 150 acres remaining, of which we are of the opinion 84 acres would be used for right-of-way and there would be 65 acres that would be presumed to be future severances.

Mr. Givens: There are 84 acres for what right-of-way?

Mr. Gilbert: The actual right-of-way, as Mr. McNab explained to you, Mr. Givens. We will have severances when the right-of-way is established. In other words, we bought areas of land, not all of which will be used for the actual right-of-way. We will have a width of right-of-way or corridor through areas.

Mr. McNab: He is assuming, Mr. Givens, that Highway 400 extension would be built. If it is going to be built, until such time as it's finally put to bed, we must retain the right-of-way, this is the right-of-way he's talking about.

Mr. Gilbert: But we have a total of 150 acres between Eglinton and Jane Street.

Mr. Givens: Do you think you are going to build it, Mr. McNab?

Hon. Mr. Carton: Mr. Nixon went into that earlier.

Mr. Givens: The 65 acres would be worth about \$100,000 an acre nowadays?

Mr. Gilbert: I think that, knowing the area, Mr. Givens, you will appreciate a lot of it is very low area.

Mr. Givens: There is a creek there.

Mr. Gilbert: That's right, yes.

Mr. Givens: Well, I am glad you're thinking about the right of way, Mr. Deputy Minister, the use that the 84 acres will be put to. So then you've got to hold on to that until you make that decision.

Mr. Gilbert: We have 150 acres. Until a decision is made, I don't presume we'll be doing anything with.

Mr. Young: In the meantime, it goes up in value all the time.

Hon. Mr. Carton: That is right, money in the bank.

Mr. Young: So don't worry about selling.

Madam Chairman: Thank you, Mr. Givens. Mr. Good.

Mr. Good: Yes, I think I can finish by 6. I am interested in, first of all, the connecting link between Kitchener-Waterloo area, the Conestoga Expressway and the 401. Part of the bottom of Freeport Hill is now four-lane controlled access, which leaves a very poor section of highway from there to 401. There is a 40 mph limit, it's a very highly built up area, school buses stopping on it, entrances into K Mart shopping plaza and what not. The Conestoga Expressway really doesn't have its proper purpose fulfilled until we get the complete connecting link between there and the 401. What stage is this in at the present time?

Hon. Mr. Carton: From Kitchener-Waterloo to Highway 401? There is nothing programmed on Highway 8, but the alignment has been established.

Mr. Good: The alignment has been established?

Now speaking of the alignment, I understand that it's supposedly going to go right through where, in the few years they've been permitted to put in the Frost Top Restaurants and the driving range and all the other amusement centres right at the top of the hill, is that correct? Your alignment goes right through these lands that have been allowed to develop in that fashion just in the last few years? You've acquired no land for your alignment, have you?

Hon. Mr. Carton: We'll check with the region on that one. We don't have that here.

Mr. Good: You don't have that here? That's a very important piece of highway.

Hon. Mr. Carton: I appreciate that, but there are literally thousands of miles of highways and to have the specifics here—

Mr. Good: All right. The other matter then, regarding No. 7 east—

Hon. Mr. Carton: East from Kitchener?

Mr. Good: —from Kitchener, from the expressway, the new alignment of No. 7 east.

Hon. Mr. Carton: The Grand River Bridge west of Breslau is presently under way. The remainder of Highway 7 to Guelph is programmed over the next five years.

Mr. Good: But I'm talking about coming out of Kitchener from the expressway. I understand Wellington Street is to be the new exit off the expressway?

Mr. McNab: This carries on from there.

Mr. Good: You are going to use the bridge which is now under construction for that?

Mr. McNab: That is my understanding.

Madam Chairman: Mr. Smith.

Mr. Good: Just a moment—

Madam Chairman: I'm sorry.

Mr. Good: —I'm waiting for the answer, Madam Chairman.

Hon. Mr. Carton: I'm always ready on that one. On Highway 85 north of Kitchener, the work is programmed for 1973 and 1974.

Mr. Good: For 1973 and 1974 going north on Highway 85? And that includes an overpass over the present Highway 85?

Well maybe I could see the department people later about No. 7 east, because I am concerned about that at the present. If the bridge is under construction now, is this going to be the new alignment for that?

Mr. McNab: We'll have to detail this for you.

Mr. Good: All right, thank you!

The committee adjourned at 6:00 o'clock, p.m.

CONTENTS

Wednesday, June 14, 1972

Construction programme, continued	S-1273
Adjournment	S-1305

S-43



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications

Chairman: Mrs. M. Scrivener

OFFICIAL REPORT—DAILY EDITION

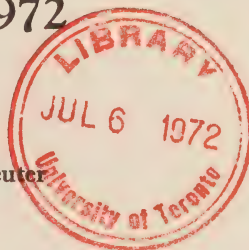
Second Session of the Twenty-Ninth Legislature

Thursday, June 15, 1972

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, JUNE 15, 1972

The committee met at 8 o'clock, p.m., in committee room No. 1; Mr. J. P. MacBeth in the chair.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS (continued)

On vote 1903:

Mr. Chairman: Ladies and gentlemen, if I may have your attention. Your chairman is away this evening and as vice-chairman I am here in the chair, as you see. I'll announce the substitutions: Mr. Ruston for Mr. Braithwaite, Mr. Young for Mr. Cassidy, Mr. Handelman for Mr. Hamilton, and Mr. W. Newman for Mrs. Scrivener.

And just while I think of it, I understand that we will be meeting tomorrow morning. I think that is the thought, Mr. Minister, is that right?

Mr. R. Haggerty (Welland South): They don't meet on Fridays.

Mr. Chairman: Well, I understand that we do tomorrow.

An hon. member: Well, I think the thought is that we should do so.

Mr. R. F. Ruston (Essex-Kent): Keep her going!

Mr. Chairman: Now, I have a list that the chairman has left me. On the list of speakers that I have here I think Mr. R. S. Smith was in the process of speaking the other evening, and I understand he will not be with us. Following that is Mr. Spence, Mr. Ruston, Mr. Haggerty and Mr. Gaunt. So we'll take them in that order.

Mr. E. J. Bounsall (Windsor West): I was on that.

Mr. Chairman: Well, all right, now! I thought you were down here at a place where you had already spoken. But you hadn't spoken yet, eh? All right, you are on the list, but I'll—

Hon. G. R. Carton (Minister of Transportation and Communications): Who hasn't spoken?

Mr. Chairman: Mr. Bounsall.

Hon. Mr. Carton: No, he hasn't.

Mr. Chairman: All right. Well, maybe you are at the top of the list, Mr. Bounsall. Have you any idea where you are on this list?

Mr. Bounsall: I don't object to going first.

Mr. Chairman: Is he on the list?

An hon. member: Yes.

Mr. Bounsall: But about one half hour—

Mr. Chairman: Mr. Bounsall is down here.

Mr. Bounsall: About half an hour before it ended, I managed to get in and get my finger up.

An hon. member: Hold on for a little longer!

Mr. Bounsall: I'm probably near the bottom. I wouldn't mind going first though, if you want.

Mr. Chairman: The clerk tells me you are down at the bottom.

Mr. Bounsall: I am down at the bottom.

Mr. Chairman: Mr. Ruston.

Mr. Bounsall: He wants my company here for the rest of the evening.

An hon. member: That's for sure!

Mr. Ruston: Mr. Chairman, on—

An hon. member: Better not keep her going till midnight!

Mr. Ruston: The thing I have been having a bit of a problem with is the bypass on No. 3 highway around Essex. In fact, I just today received another letter from the Chamber of Commerce, asking me to meet with them over the problem pertaining to the bypass. Now, I think the meeting should also be attended by people from the department.

However, this just came in; in fact I just picked it off my desk tonight. I have had some correspondence with the minister about some signs in this area, but since this has just come in today, I think I would just let that go and I'll contact you later, Mr. Minister. Perhaps what we should do is meet, someone from your department and myself, with the Chamber of Commerce and maybe we can iron out some of the problems they have brought to our attention.

Hon. Mr. Carton: Or if I can meet with you too; I would be very willing.

Mr. Ruston: Very good, thank you. I think that—we're on the first item of vote 1903, is that right?

Mr. Chairman: That's correct.

Mr. Ruston: Yes, that's all I had. That's fine.

Mr. Chairman: Mr. Bounsall, I guess you're next.

Mr. Bounsall: Do I have to spin it out till all the rest get here?

Well, Mr. Chairman, the minister, Mr. McNab and various of the officials will know that I was in the minister's office a week ago today over a particular matter, not in my riding but on Highway 10 some few miles south of Flesherton.

Although at the time I heard all that the officials had to say and I became convinced that there was no delay possible on this particular road realignment, in subsequent thinking over of the proposed situation various things disturb me. I recall statements which I heard about the former Department of Highways, which I think are less true now than when I heard them but it struck me that this case was an example of the things which I had often heard previously.

Given a choice, it seems that the engineers in the ministry would come up with a scheme that will do the maximum amount of damage to the ecology, as we would term it. In this particular instance on Highway 10, as the minister knows, instead of one alignment which would have removed one house, we have a realignment which cuts through a small but good looking cedar grove, for which the owner has had in the past couple of years quite substantial offers from people who wish to build there. Further on, on the front lawn of one farm, in this short space of realignment 101 trees come down, 35 of which are 80- to 100-year-old maples.

With this example I am reminded, as I said, of the fact that in choosing where a realignment will go, I am rather concerned that the engineers in their planning—perhaps inadvertently but the net result is the same—end up with a degree of damage, to tree life particularly, which is immeasurable. It certainly causes, and should cause us, a great deal of concern.

On a particular stretch of Highway 10 further on, I quite buy the need for the widening, which is occurring because the rather bad vertical situation you get into. But with respect to highways generally—and perhaps I am arguing more for the built-up areas of southern Ontario than for the northern part of our province where the problem mainly is to get roads or to get widening at almost any cost—in southern Ontario it appears to be an almost predictable year-to-year, road-by-road situation with the ministry. Whenever you can take out a small curve, whenever you can take out a piece of picturesque highway in order to get a wider, perhaps safer curve according to the engineers, and by realignment one certainly does have a smaller degree of turn in it at various points, this is done to the great detriment of the picturesque highway which we have. Here again I can think of Highway 18A in Essex county, where although the road volume is high, it is still a very pleasant road along which to drive, at least in its former state. In the realignment of this highway, every acceptably good looking stretch seems to have fallen to the progress of the highway, which will allow people to go faster in the summertime no doubt. It still goes through a very highly built-up cottage area. Because of the cottages nearby, the amount of slow traffic moving small distances would almost cause the traffic to be as slow as it is now; yet in the name of getting higher volumes and speedier traffic along 18A, the result is, really, the desecration of the countryside.

It is a worry that I have, Mr. Minister. I would like to know how much thought and effort and scrutiny someone has in your ministry, when he goes to realign and widen and reconstruct highways. How much effort is put into seeing the effect that particular realignment or that particular widening will have on the environment.

Hon. Mr. Carton: I do recall your being in the office, because it was only a week ago. I think one of the problems that confronts the ministry, and I guess more directly the minister, is when someone like you comes into his office with a problem.

I thank you for bringing it to my attention, because these environmental problems are a thing of today and I think a very important part of the highway building programme of my ministry. Because of your sincerity and because of your leader's interest in this particular problem, I did spend, and I mean in my case most sincerely, about three hours on it after the Betts and the Bannons had been in my office.

In all fairness, you must make a judgment sometime on these matters. I think you will agree with it if you in your own opinion—in this case in my opinion—have had the ministry officials re-examine it.

In this particular case, I don't mind telling you that—when I heard the true story—a re-examination was not something that I really wanted to do, and I am being very honest. But we did it, in any event, and I bent over backwards with my own judgement on this to try to come to a conclusion that would satisfy the Betts and the Bannons and their solicitor, Henry Koury.

The facts are the original alignment was made, as I told you, so that it would not disturb any of the residences, and there were four residences, two belonging to each of the two families.

When they came to see me in my office they had a different alignment. When they put it on the diagram for me I said, "This takes down one of your residences." And whoever it was, Betts or Bannon, said "Well, I sold that last month." In other words, he wasn't concerned about the man who had moved in last month; he was concerned about himself.

Notwithstanding that, we had a third alternative and a fourth alternative diagrammed and studied and costed.

Mr. Bounsall: I agreed that they weren't acceptable; right!

Hon. Mr. Carton: If we had gone with the fourth diagram, it just didn't tie in with any of the safety factors or any of the necessary requirements of the ministry.

The third requirement would have cost \$69,000 more. You must make a value judgement on these things and \$69,000 to avoid a clump of trees isn't justified. I made the decision that I didn't think it was worth \$69,000 of the taxpayers' money.

Because of the fact that the house had been sold the month before, and because of the fact they really didn't care if we went through their house—the house that had been

sold—I asked the owner of the clump of trees if he had an offer on that clump of trees. He said yes, he had an offer of \$6,000. I began to think that probably money was the objective in this case and not the environment.

In other words, one of the two parties had sold a house for \$17,500 and said we should put the highway through that house now. The other one had his house and his clump of trees, and he stood to benefit by \$6,000 because he had an offer on it of that amount. One begins to wonder whether it is really environment or whether it is dollars they are talking about, to be quite honest with you.

In this case I would not take the alternative that would destroy a man's house which had been bought a month prior; I would not take the alternative that cost an extra \$69,000. I could not take alternative four because it was not acceptable on safety factors, and therefore I took the remaining alternative.

I am not saying I am right, I am not saying I am wrong; but that was a judgement I made and I made alone. I will take full responsibility for it.

Mr. Bounsall: I didn't want—

Hon. Mr. Carton: I just don't know the answer, when you come to the environment, where environment stops and dollars begin. I don't think \$70,000 to avoid a grove of trees or a picnic area, is justified. Perhaps I am wrong, but that's my decision.

Mr. Bounsall: I didn't really want to get into the specifics of this case—

Hon. Mr. Carton: But I did!

Mr. Bounsall: —this particular case.

Hon. Mr. Carton: I did, Ted; because this case is very important when you are discussing environment—and it was your sincerity and Stephen's sincerity that made me go into it in the first place.

When you are discussing these factors I think you have to consider everything. I just don't know where the environment stops and dollars begin, except that \$70,000 is a lot of money.

Mr. Bounsall: If I could perhaps remind the minister; that one, on the map, was the big green alignment that ran up through the gravel pit area? The one that came through the house—

Hon. Mr. Carton: It was \$38,000.

Mr. Bounsall: It was \$40,000.

Hon. Mr. Carton: Yes.

Mr. Bounsall: In round figures, \$40,000.

Hon. Mr. Carton: Again, and perhaps I am wrong—I don't say I am right—when a man sells a house for \$17,500 the previous month and then comes to me and tells me the alignment should go through that house, I question his motivation.

Mr. Bounsall: As you well might do.

I know very little about that aspect of it except on the other part, all the environment desecration took place on the Bannons' property. You have the two clumps there, Mr. Minister, one is the cedar grove which you refer to as a possible picnic area. It certainly isn't a dollar and cents situation with the 101 trees up near the house which had the stand of 35 maples, 80 to 100 years old. The loss of that bothers me a lot more than the cedar grove, as it does the principal owner involved.

Hon. Mr. Carton: In all fairness, when he came to my office—I am being very honest—he never even mentioned the other trees. He mentioned the cedar grove; and that's when I was prompted to say, "Do you have an offer to purchase or have you had an offer on the cedar grove?" He said "Yes." And I said "How much?" And he said, "\$6,000." That's when I quite frankly wondered whether it was environment or dollars.

Mr. Bounsall: Speaking on the general principle though, I know in this case—

Hon. Mr. Carton: On general principle, I agree with you that environment means one heck of a lot.

In the United States they tell me, or at least I have read, that because of such things as this, forgetting other factors, because of such things as the environment, the costs of highway construction have gone up 35 per cent. I am not saying that's bad. I am not saying it's good. I just don't know.

How far do you go with taxpayers' money to provide the different alignment, or whatever the case may be, for a road?

Mr. Bounsall: Well I would just say in the built-up parts of southern Ontario we should perhaps—you are paying attention to it, you say—we should perhaps add up the dollar values a little more closely, and see if it isn't worth it in many of these instances.

Hon. Mr. Carton: I think we have to be conscious of it all the time; and quite candidly this is the reason that there are public hearings before there is any pre-engineering done now. There has been a complete turn-about as far as the ministry goes; before anything is done now public hearings are held.

On the roads that were started—for example, Highway 406 in St. Catharines—we are stopping construction until the public hearings are held. The environment means very much to us; we are conscious of it—

Mr. Bounsall: But your department has its mind made up before the hearing?

Hon. Mr. Carton: No! Our minds are not made up; at least if they are it's not being conveyed to me that they are. Believe me, I question the ministry more than you do.

Mr. Chairman: Anything further, Mr. Bounsall?

Mr. Bounsall: That's fine.

Mr. Chairman: Mr. Spence, I have two lists here and your name appears on one of them, and not on the other. Is it your wish to speak?

Mr. J. P. Spence (Kent): I want to speak in regard to municipal construction, as I understand it—

Mr. Chairman: What kind of construction?

Mr. Spence: In regard to each county.

Hon. Mr. Carton: Item 4.

Mr. Chairman: Item 4. I hope we'll be there this week, sir.

Mr. Spence: I'll be here.

Mr. Chairman: Mr. Young.

Mr. F. Young (Yorkview): Mr. Chairman, I am just a little puzzled and perhaps some light can be thrown on the situation in respect to this matter of the Joint Technical Transportation Planning Committee. There is on the one hand, the Metropolitan Toronto and Region Transportation Study, and then a whole series of other committees; of which I have some names here. Who does the Joint Technical Transportation Planning Committee report to?

Hon. Mr. Carton: Well, the Joint—

Mr. Young: This is a joint provincial and Metro committee?

Hon. Mr. Carton: I am sure Mr. Givens is interested in this; the Joint Technical Transportation—believe me, it took me two months to remember this—the Joint Technical Transportation Planning Committee comprises officials of my ministry, from Metropolitan Toronto and from the Toronto Transit Commission. They report to what is called the policy committee, and the policy committee comprises—there is no chairman—Ab Campbell, the Metro chairman; Ralph Day, the chairman of the TTC; and myself.

Mr. Young: I see. Then that committee recommends to whom?

Hon. Mr. Carton: That committee, in the case of the Metro chairman, reports to the Metro executive; obviously in the case of yours truly, I am a member of the policy committee, but I am accountable to my government; and Mr. Ralph Day, I suppose, is in a little different position from either Mr. Campbell or myself.

I'll use the Spadina realignment as an example in the case of Mr. Campbell. Because Mr. Campbell, sitting as a member of the joint policy committee of the JTTPC approves something, this doesn't mean that Metro approves it. It means that it is submitted to the Metro executive and from there to Mr. Campbell.

Mr. Young: Well, then in the letter which went out with the transportation core report for the borough of Scarborough for example, you have the names Gordon Carton, M. A. Campbell and R. C. Day. I take it from what you have just said, this doesn't mean that this government, or that the minister himself necessarily approves of that recommendation in respect to the Scarborough alignment?

Hon. Mr. Carton: It means, and I would be less than honest if I said otherwise, that in that case then, yes, I agree; I agreed as a member and I would not back down. I agreed as a member of that committee, but it also means that I report to my Prime Minister (Mr. Davis) and the cabinet.

Mr. Young: I see.

Hon. Mr. Carton: And their consideration obviously would—

Mr. Young: And the final decision is made some place—by Metro council plus the cabinet here.

Hon. Mr. Carton: Well, the Metro council

would make up their minds as to the particular matter, and of course the cabinet would make up their minds.

Mr. Young: And if the cabinet disagreed, they would simply say no grants, therefore no roadway.

Hon. Mr. Carton: Well the cabinet is supreme. Let's put it this way: I don't see how it could operate otherwise, because as a member of that JTTPC, I must operate as an individual. There is no way that I could take the recommendations. I would not sit as a member of a committee if I had to go back to cabinet all the time for decisions. There's no way it could function that way.

I sit as an individual. I make my contribution, for whatever it may be worth; and when I make that contribution, I don't back down on it as far as I as an individual am concerned.

Mr. P. G. Givens (York-Forest Hill): Do you mean you would resign if your cabinet wouldn't back you up?

Hon. Mr. Carton: That doesn't follow necessarily, because I think the collective wisdom of cabinet is more sustaining than the wisdom of one individual minister.

Mr. Givens: Can I interfere for one more question? Where does the buck stop?

Hon. Mr. Carton: Pardon?

Mr. Givens: Where does the buck stop?

Hon. Mr. Carton: The Prime Minister.

Mr. Givens: You mean in so far as it pertains to Metro as well as to the TTC?

Hon. Mr. Carton: No. The TTC and Metro obviously can make up their minds. Again, going back to the Spadina decision, where does the buck stop with Metro? On the Spadina realignment I said as a member—and the government will back this up—"You can choose whatever realignment you want. Please get the matter resolved as soon as you can."

And Metro have now been dealing with this matter for some three or four months, because of the public hearings, and that is their privilege and their duty.

Mr. Givens: Well if Metro approves of the report in so far as it pertains to the paving of the Spadina from Lawrence down to Eglinton, do you think the cabinet will approve of that?

Hon. Mr. Carton: I can't speak for the cabinet.

Mr. Chairman: Mr. Young again.

Mr. Young: In that or in the Scarborough situation, even if Metro and the TTC decided they wanted certain services put in, the buck stops at the cabinet, because without the grant from the cabinet there could be no works performed.

Mr. Givens: They might as well make the decision.

Mr. Young: So in effect they make the final decision, no matter how you slice it.

Hon. Mr. Carton: Well, they make the decision in so far as their contribution is concerned, yes.

Mr. Young: Well, to come to the Metropolitan Toronto area transportation review committee, what function is different here than the function of the one we've just been talking about?

Hon. Mr. Carton: Well, I must confess I haven't heard of the Metropolitan Toronto review. Where does this operate?

Mr. Young: I think Mr. Bidell has the information. I understand this is a full-time committee.

Hon. Mr. Carton: This is the overall study, the longer-term study, that is being done by the same body, the JTTPC.

Mr. Young: It is a subcommittee of the same body in effect?

Hon. Mr. Carton: No, it is the committee.

Mr. Young: The committee?

Hon. Mr. Carton: Yes, bear in mind one factor, that on the Spadina there were terms of reference laid out on the report that is to be presented next Tuesday. The terms of reference guide the committee, because of course those are what they operate under, and the terms of reference simply were to relieve congestion on Marlee on an interim basis.

Mr. Young: Will they be handling the northwest Metro study as well, the one you referred to yesterday?

Hon. Mr. Carton: This is the overall study on a longer-term basis; in other words they are now presently studying the overall situation on long-term basis.

Mr. Young: But it is this committee to which you referred yesterday, when you said that it would take 2½ years for them to bring in a report on the northwest section?

Hon. Mr. Carton: That's right.

Mr. Young: Well, both these committees then are in effect planning the future of the Metropolitan area.

Hon. Mr. Carton: They are the same committee.

Mr. Young: All right.

Hon. Mr. Carton: One is a short-term solution, where we came out with the Gardiner and the Spadina. Those were short-term solutions, immediate solutions or emergency solutions. The other is an overall study of the whole area.

Mr. Young: But in effect it is planning the future of the area, because where you put your roads and subways and whatnot determines where development goes.

Hon. Mr. Carton: That's right.

Mr. Young: My next question is a logical one. What citizen input is there? How can the citizen get at these committees? How can the citizen be heard if he wants to make representation?

An hon. member: He can't.

Hon. Mr. Carton: Fred, all your questions are logical. I've always found it that way.

Mr. Young: Thank you so much, Mr. Minister.

Hon. Mr. Carton: First of all, the citizens cannot have an input until there is something to put an input into. If I can relate what is happening on this study, or will happen on this study, to what is happening on the Spadina corridor.

The committee came to certain recommendations. I think there were eight or nine recommendations. The public can come along and study those recommendation, and in fact have presented other alternatives.

In other words, even though the JTTPC makes certain recommendations, with some alternatives, etc. and they come down hard on one, this does not preclude the public from studying all recommendations of the JTTPC and supporting or going against a particular alternative. In addition, they are presenting their own alternatives, for example to the borough of York.

Mr. Young: This report will now go to the public to be worked over?

Hon. Mr. Carton: The Lakeshore? The Gardiner?

Mr. Young: The borough of Scarborough one, yes.

Hon. Mr. Carton: I read in the paper put out by ForWard 9, whatever the group is, it is going to make representations or some such.

Mr. Young: I think there are a lot of other committees at work and I presume they are all subcommittees of this main committee, in a sense.

Hon. Mr. Carton: Mr. Wronski and Mr. Bidell are the co-chairmen of that JTTPC.

Mr. Givens: They're the same people who have been looking at it for the last 15 years—the McNabs, the Bidells, the Wronskis and the Casses. It's a fact.

Mr. Haggerty: Sums it up.

Mr. Givens: It's a fact. These are the same men. You have no other men. There aren't any available.

Mr. R. F. Nixon (Leader of the Opposition): The McNabs have been looking at it for longer than that.

Mr. Givens: I give him the benefit of the doubt, because he still has some dark hair.

Mr. Chairman, these are the same men who have been doing the study for at least the past 15 years that I have been familiar with their names.

Hon. Mr. Carton: Yes, Mr. Givens. Let's use, as an example, the Scarborough transportation corridor—the Gardiner, the Lakeshore transportation corridor. This has been on the official Toronto plan since you first became an alderman 30 years ago.

Mr. Givens: That's right.

May I just ask a supplementary question? You made a statement, Mr. Minister, that I wish you would correct if you think you should correct it. You indicated that if the Premier were opposed to the decision—when we were talking about where do the bucks stop and you said, "It stops with the Premier,"—are you suggesting that Metro could have gone ahead and built the Spadina out of its own resources, notwithstanding the decision of the Premier, to abandon the Spadina on June 3 last year?

Hon. Mr. Carton: Technically, I—

Mr. R. F. Nixon: They could have sold the city hall to Holiday Inn and used the money to build that road.

Mr. Young: It was announced at the time, as I recall that—

Hon. Mr. Carton: As I recall, there was nothing from a technical or legal point of view to stop them.

Mr. Givens: Mr. McNab—I shouldn't ask you to correct the minister's answer—I think you will find they discussed it at the time and they considered it to be completely unfeasible and impractical to go against the decision of the Premier. It was just out of the question—

Hon. Mr. Carton: It was impractical but not unfeasible. Impractical, yes!

Mr. Givens: I mean if we are going to discuss theory—Metro couldn't have built the Spadina by themselves.

Mr. Young: Theoretically they could, but practically they couldn't. This was the sum total of it, getting down to the realistic basis.

I asked about various subcommittees that are working on these projects. In the Metro Centre, for example, you have the inter-governmental technical co-ordinating committee, the transportation liaison committee, the technical planning committee and so on. These were all pretty well made up of similar personnel and two levels of government. I take it these are also tied in with this—

Hon. Mr. Carton: Excuse me, Fred, can I interject? The Metro Centre was also the whole JTTPC; it is not a subcommittee. The whole JTTPC.

Mr. Young: Yes. The whole thing.

Hon. Mr. Carton: It's the Joint Technical Transportation Planning Committee. In other words, there are no subcommittees. It's the whole body.

Mr. Young: In other words this so-called transportation liaison committee, technical planning committee, they are—

Hon. Mr. Carton: No, it's all one committee. The JTTPC has made the Metro, the Gardiner and the Spadina decisions, or recommendations.

Mr. Young: I am just wondering how all these names are in there, that's all.

Hon. Mr. Carton: There are no—

Mr. A. T. C. McNab (Deputy Minister): May I clarify one point? What you are mixing up, sir, is the study, you call it a metropolitan review study. On all these studies—we could have a different name for the study. It could be the Spadina study, the Metro Centre study, the Scarborough review study. They are all assigned to JTTPC.

Hon. Mr. Carton: The JTTPC!

Mr. McNab: It is a mixing up of the name of the particular study that was undertaken. There will be a northwest corridor study, but it is all part of the responsibilities assigned to the committee.

Mr. Givens: You have been doing so much studying, when do you get your degree, Mr. McNab.

Mr. McNab: I had it many years ago; of hard knocks.

Mr. Young: I think that is all, Mr. Chairman.

Mr. Chairman: Are there any more questions on vote 1903, item 1?

Mr. Haggerty: I think my name is down there. You want to follow that, don't you?

Mr. Chairman: As I said I have a few confusing lists here, I don't see your name down.

Hon. Mr. Carton: That is him.

Mr. Chairman: You are on the old list, Mr. Haggerty, which I read out first. Carry on.

Mr. Haggerty: Old list? I have been sitting here for three days now.

Mr. Chairman: You have been very patient.

Mr. Haggerty: Very patient is right.

Mr. Chairman: Working from the old list I put one or two ahead of you and I am sorry. You are certainly next.

Mr. Givens: Mr. Chairman, you can be replaced you know.

Mr. Chairman: That may happen, Mr. Givens.

Mr. Haggerty: We can always go back and get Vern, can't we?

Mr. Chairman: I would like to ask the minister a question. His latest release from

the Ministry of Transport and Communications deals with the announcement of the award of a contract for the Queen Elizabeth Way at Fort Erie to Dufferin Materials and Construction Ltd. of Toronto for \$3,395,538. Was this the lowest tender?

Hon. Mr. Carton: You picked the only one I didn't know. I will find out.

Is that the lowest tender?

Mr. Haggerty: It is the lowest tender?

Hon. Mr. Carton: It is the lowest tender.

Mr. Haggerty: The deputy minister is more sure than anybody, I guess, when he says sure.

The other question I wanted to ask concerns the Bertie Rd. That stretch leading off the Queen Elizabeth Way, I believe was closed officially a few years ago? Am I not right in this?

Hon. Mr. Carton: Bertie Rd?

Mr. Haggerty: Bertie Rd., in the former township of Bertie, lot 319 and 321, concession 3NR, Plan 119.

Hon. Mr. Carton: Bertie township.

Mr. Haggerty: That's right; it is now in the town of Fort Erie, municipality of Niagara.

Hon. Mr. Carton: We don't know it by name, but would you give us a second? What did you want to know on it?

Mr. Haggerty: As I understand it it was closed by the Department of Highways a few years ago. This goes east to Thompson Road—that portion there.

Mr. Chairman: Do you want to lend us your map, Mr. Haggerty.

Hon. Mr. Carton: What is the question?

Mr. Haggerty: I want to know when it was officially closed?

Mr. McNab: It was a number of years ago.

Mr. Haggerty: You are sure of that now?

Mr. McNab: Absolutely, well I mean—

Mr. Haggerty: Now the leading question is if it was officially closed down why are you in the process now of constructing an underpass at that closing of Bertie Rd. leading directly to the Fort Erie racetrack? I have

had two or three letters on the matter concerning property in that area, the southeast corner of Bertie Rd. and Spears Rd. You have, I guess, apparently purchased or are trying to buy land in that area.

Mr. McNab: The question you asked me is when the road closings on that stretch of highway took place.

Mr. Haggerty: That's right, yes.

Mr. McNab: The road closings all went to the OMB a number of years ago. In so far as this particular road is concerned—I'm very much in doubt regarding the project you're speaking of—I don't know whether it was one of the roads that was officially closed or not. They weren't all closed. It might have been closed from access to the—

Mr. Haggerty: They closed off access from the Queen Elizabeth Way.

Mr. McNab: But, I mean the specific location and circumstances. We'll have to provide it for you. As Mr. Crosbie pointed out, the closing does not preclude opening if traffic conditions warrant it at a later date.

Mr. Haggerty: Yes, but the point I'm trying to get through to the deputy minister is, if the road is closed off and then all of a sudden, say five or 10 years after this, you come in and decide you're going to open it up and put an underpass there, then you go in and take property from some individual homeowner on the south side of the Queen Elizabeth Way.

What you're doing is actually providing a direct access to the Fort Erie Racetrack at the expense of this property owner, and he has to give up land for the benefit of the racetrack. That's the point I'm trying to convey to the deputy minister.

Mr. McNab: Well, this is what you're assuming, sir.

Mr. Haggerty: Yes. I can only assume that, unless you can show me something different.

Mr. McNab: Yes, but I can quite—

Mr. Haggerty: Surely your staff should have some information on it?

Mr. McNab: Well we only have a portion of the staff here.

Mr. Haggerty: Well, I—

Mr. McNab: But I can certainly get you all the circumstances surrounding the matter.

Hon. Mr. Carton: When was this land bought?

Mr. Haggerty: Pardon?

Hon. Mr. Carton: When was this land bought?

Mr. Haggerty: This land? I believe you're now in the process of trying to purchase it.

Hon. Mr. Carton: It wasn't a past purchase?

Mr. Haggerty: Pardon?

Hon. Mr. Carton: It wasn't a past purchase? It's being negotiated now?

Mr. Haggerty: It's being negotiated now. In fact the residents in the area couldn't figure out why the survey stakes were put up there, until they questioned the purpose. They were told: We're putting an underpass under Queen Elizabeth, giving access to the racetrack from Bertie Rd. east to Thompson and across.

I was just wondering, you say you have four bridges in a stretch of 1.34 miles—1½ miles or something like that—in that area, including the Thompson Rd. interchange. What four bridges would be in between Gilmour Rd. and Thompson Rd?

Mr. McNab: We would have to have the plans to indicate that to you.

Hon. Mr. Carton: Is that a letter from the ministry, or to the ministry?

Mr. Haggerty: This is from the information services office, Downsview. It's a news release of the contract. No one's got a plan on it then?

Hon. Mr. Carton: No, we have it and we will get it, but we don't have it here.

Mr. Haggerty: Yes, but it doesn't do me much good now, does it? I mean if we get out of this, once the debates are closed—

Hon. Mr. Carton: Well let's be honest about it. You can't expect them to have the files for every property purchase down here now.

Mr. Haggerty: No.

Hon. Mr. Carton: Last night I said if there are any particular problems that we'll need the files on, please let us know and we'll have them down here. We'll have it down tomorrow.

Mr. Haggerty: Well see what you can come up with anyway. But I'm sure a portion of the road was closed off a few years ago, and I was just wondering how you could reverse that decision?

Hon. Mr. Carton: Could I see that news release for a moment, please?

Mr. Haggerty: Yes.

Mr. Chairman: Anything else, Mr. Haggerty?

Mr. Haggerty: Yes.

Mr. Chairman: All right.

Mr. Haggerty: Could the minister or the deputy minister inform me on the position of the tunnel site at the city of Port Colborne? This is the one that crosses under the canal at the city of Port Colborne. Could you tell me what stage it is at now?

Hon. Mr. Carton: Mr. Bidell will speak to that.

Mr. W. Bidell (Executive Director, Planning Division): Mr. Chairman, Mr. Haggerty, the design of this tunnel and the location of it—are now in the hands of the technical advisory committee that, as you know, exists in this area. We have members of the regional municipality, members from our own ministry and the local municipality of Port Colborne studying various alignments—and I think you have it, I see it in front of you there—at the present time.

There are several possibilities for the alignment for the tunnel at Port Colborne. The intent was to enter into public participation and involvement of the public in the discussion of the pros and cons of the various alignments, as the minister explained previously. Following the input from these public hearings there will be further evaluation of the various alignments and the technical advisory committee will then make a recommendation, which of course will have to be approved by the regional municipality, the local municipality for Port Colborne and our ministry.

Following this agreement on a mutually acceptable alignment for this tunnel, it will then have to be considered for further detail design, that is the preparation of detailed tunnel designs, etc. The main objective at the present time is to finalize on a location for this tunnel which will be acceptable to all concerned.

Mr. Haggerty: Thank you, Mr. Bidell.

I know there is quite an involvement of the citizens in the city of Port Colborne and surrounding area. I believe it goes back to an important traffic study completed in 1969 by the city of Port Colborne.

I think at that time they picked out the two sites, E and F. Actually, the involvement of the citizens at this particular stake, you perhaps might say, is useless, because the sites have almost been chosen by the Department of Highways in this particular instance. If you follow the alignment of Highway 3 from Fort Erie west to Gasline, you can only have about one choice, and that would be line F.

Mr. Bidell: No. I believe, as you have there, there are two basic corridors, the southerly corridor and the northerly corridor. But each corridor has its own variations.. We have not made up our minds as to where that alignment is to be.

Mr. Haggerty: Then you would almost have to redesign Highway 3 east to bring it in line with any of those six crossing lines. The point I want to bring to the attention of the minister and to Mr. Bidell is the problem in the questionnaires that have been sent out.

The concern of the residents, particularly in the city of Port Colborne, is with the pedestrian crossings. Many of them object to the construction of the tunnel. They know it is going to have to be a tunnel, but they want one of the two bridges left intact so that they can use the bridge for pedestrians to get across.

This is one of the main issues. What I would like to see is the minister and the department take a good close look at the request of the citizens in that area that they want some way of pedestrian access across the canal. They feel that if there is the one tunnel some will have to walk about two or three miles to get to the tunnel.

Mr. Bidell: The question of pedestrian access will, obviously, come out in the course of these hearings. As you know, there is another body involved in the construction of this tunnel and that is the St. Lawrence Seaway Authority. The negotiations with respect to any pedestrian crossing, which would be in addition to a vehicular tunnel, or a combined vehicular-pedestrian tunnel, will have to be discussed with them. We would have to weigh the pros and cons in concert with their staff as to whether or not this would be a viable proposition.

Mr. Haggerty: This is another of the problems that the residents are finding out about right now. They can meet with the consultants, sit down and express their views on issue, but the main issue is the pedestrian crossings. They cannot get an answer from anyone because the St. Lawrence Seaway Authority refuses to sit down and discuss it with the consultant or with the persons concerned in the city of Port Colbourne.

I was hoping that perhaps I could get Mr. Bidell and his planning staff down to provide some assistance at some of these meetings. Maybe you can come up with the answer on these pedestrian crossing.

Mr. Biddell: Mr. Haggerty, as I said, once the public participation input stage has been finalized and if the pedestrian issue looms as the main issue, then our relationship with the St. Lawrence Seaway Authority is such that we can certainly discuss the matter with them in conjunction with the local municipality and the regional municipality and come to some conclusion. The main purpose of the public participation is to be aware of the issues that must be faced and solved.

Mr. Haggerty: The other matter I want to bring up, Mr. Chairman, is I am concerned about some of the new construction roads in the area of the city of Welland which overflow into the Welland South riding. We go back to the Lincoln St. bridge again, where the city I guess went in and expropriated some land. The problem is that some of the residents in the area are bothered with the excess noise from vehicles travelling over this new bridge.

I am a little bit astonished at the letter I received. It was forwarded to me, I should say, from the Minister of the Environment (Mr. Auld). It goes on to say—I won't mention the person's name:

I received your letter of May 5, 1972, requesting the noise level measurements made by my staff on traffic noise near your home. At the present time, maximum limits on noise levels from traffic and other sources are still under study, and levels which constitute noise pollution have not been established.

As part of our study, my staff obtain noise level measurements on objectionable noise from particular sources, such as the traffic situation which you brought to our attention.

The measurements made on the afternoon of April 7, 1972, in Welland indicated that the background noise level was

50 to 55 dbA in the absence of traffic. The peak noise level as vehicles passed varied from 70 to 85 dbA, with the exception of one truck which produced a level of about 90 to 95 dbA.

I understand there is a four-way traffic stop which accounts for a considerable amount of traffic noise. The control of traffic is under the jurisdiction of the city of Welland and any change in the traffic pattern at this intersection that could bring about reduction in noise would be the responsibility of the municipal officials.

Pleased be assured that the problem of noise in our environment is receiving attention and that traffic noise will be taken into account in our deliberations.

I know the previous member mentioned some of the new construction sites, and that after the road is completed there is a considerable amount of noise. The point I want to bring out here is it seems the decision of the Minister of the Environment is to advise all municipalities to remove stop signs to reduce noise levels. Is this part of your policy and do you concur with that paragraph?

Hon. Mr. Carton: Far be it from me to say. I have enough problems in my own ministry without getting into another one. But I don't think he really meant that. I think what he was pointing out and I think you know this, is—

Mr. Haggerty: I know what he was saying.

Hon. Mr. Carton: Right!

Mr. Haggerty: He was passing the buck. What he said exactly is if we want to lower the noise levels to go down to the city fathers and tell them to remove all the stop signs and keep the traffic moving. Don't stop, and then when—

Hon. Mr. Carton: I think what he is getting at is the shifting of gears.

Mr. Haggerty: Yes, passing the buck.

In planned acquisition do you take into consideration the noise factor? I am thinking of another construction site in the city of Niagara Falls along the Queen Elizabeth Way at the interchange of Highway 20 and the Queen Elizabeth. I notice there are a large number of new homes that are just being constructed. I notice that the fence has been put closer to the backyards. I was just wondering is there any way you can put up some type of a noise barrier, such as evergreens or other trees—

Hon. Mr. Carton: We spent—and I am far from trying to cut you off on this—an hour and a half on noise during these estimates. It is a most difficult topic.

Mr. Haggerty: What is going to happen here when the homes are put up for sale and persons come in to buy them? It looks nice from the front part and it is probably very pleasing, but once you get into this home, then later are discontent.

Hon. Mr. Carton: At least they know that the highway is there.

Mr. Haggerty: But many of them don't look at it. All they are looking at is the new home.

Hon. Mr. Carton: As I mentioned already during the estimates, and believe me we spent an hour and a half on the noise problem, there are homes in the city of Toronto, as I pointed out, that back onto Highway 401 in the east end of Toronto that are selling for from \$75,000 to \$100,000, and people are buying them.

Mr. Haggerty: They must know they are going to widen the highway. Perhaps I should have continued a little bit further. Maybe your department should come in or at least have some say on new homes that are being constructed within a certain distance of the highway.

Hon. Mr. Carton: That is the municipality's problem, Ray. The city of Welland or the city of St. Catharines, or the city of Toronto or the Borough of North York; all have their zoning bylaws and they say we are interfering enough now without getting into what they can do with their own land in so far as zoning is concerned. They know the highway is there; in the case of these homes I was telling you about, the highway has been there for seven, eight or nine years.

Mr. Chairman: Thank you. I don't want to omit anybody if anybody is waiting on this item 1, vote 1903, but if not, we will say it is through. Carried?

Mr. M. C. Germa (Sudbury): I have one more item.

Mr. Chairman: Fine, Mr. Germa, if you would make it short. We do want to move along.

Mr. Germa: It is short; it is to pursue a thing I raised yesterday regarding allotting of contracts. I was assured the department had the capability of doing a contract—

Hon. Mr. Carton: Of assessing the value?

Mr. Germa: Yes.

Hon. Mr. Carton: Of assessing the value of a contract! Estimating!

Mr. Germa: Yes, assessing! In a case where you don't get a proper bid—

Hon. Mr. Carton: Right!

Mr. Germa: If you get a bid that is away out of reach, I was assured that you had the capability of going out and doing this job yourself, physically. I just wonder, in dollars or miles, how much did your department construct, say, in the past year, or how much do you propose to construct in the coming year?

Mr. McNab: At least 97 per cent of our construction programme is done by contract to the lowest bidder. If the contract is higher than we consider reasonable, according to our estimators, we will not award it. We might change the conditions of the contract somewhat. Sometimes we find that if we add a little bit more, we can make it a little more attractive contract, we can encourage more bidders and get a better price.

We have called some of them as many as three times. There was one out west of Thunder Bay a few years ago which we called either two or three times; we eventually ended up doing it ourselves. We keep the capability to undertake these jobs, but we rarely have to exercise it.

Mr. Germa: So you cannot say in miles or dollars how much your department actually did construct?

Mr. McNab: Well, if we say 97 per cent of our capital works are under contract, we wouldn't be doing any more than \$10 million or \$15 million worth of work of a capital nature a year on our own.

Mr. Germa: Well, I understand that when another jurisdiction abandoned their very large public construction capacity, the figures were astronomical compared with what they had been before.

Hon. Mr. Carton: Wouldn't you honestly believe that having the checking system we have produces the same effect?

Mr. Germa: I still don't trust it, Mr. Minister. I think the roadbuilders are getting pretty fat in this province, and I would like to see more participation by the public sector in

this field. It's a large item and I think there is room for building up your forces to let these contractors know that you really have a capability. If you only have a capability of three per cent, then they are not too inhibited by you. If you had a larger capability—

Mr. McNab: We have a capability much larger than three per cent. We have a sufficient number of engineers and designers. We have some construction equipment; we can rent any amount of construction equipment, just as contractors do, and we can move in on any job. We have the capabilities.

Mr. Haggerty: You'd have to keep men around for a whole year, and equipment.

Mr. McNab: I beg your pardon?

Mr. Haggerty: You'd have the overhead of keeping men around a full year.

Hon. Mr. Carton: Yes, there is the overhead of keeping a staff on the alert. You are right.

Mr. McNab: Well, our contracts in this province—and we have figures for comparable work to substantiate this—are lower than most other provinces, and certainly all other states. Our economists have studied the books of the construction companies. This was with their agreement. We find their profit level is below six per cent. It's very competitive.

Mr. Chairman: Thank you, gentlemen.

Item 1, agreed to.

Mr. Chairman: Item 2, under vote 1903, development roads. Any general statement, Mr. Minister?

Hon. Mr. Carton: No.

Mr. Chairman: All right, open for questions.

Mr. J. E. Stokes (Thunder Bay): Have you any details on development roads?

Hon. Mr. Carton: I have a whole book here on the subject.

Mr. Stokes: Well, all right! Let me rephrase the question then. Does this include roads that are handled by NORT?

Hon. Mr. Carton: NORT? No!

Mr. Stokes: No? Well, who develops these roads? Is it the municipalities or—

Hon. Mr. Carton: These are counties and townships that receive development road aid.

Mr. Stokes: It has nothing to do with roads in unorganized territories?

Hon. Mr. Carton: No;

Mr. Stokes: Or roads that were formerly under the supervision and the responsibility of the Department of Lands and Forests?

You see my dilemma here, Mr. Chairman, is that we had four separate entities looking after roads in the Province of Ontario. We had the former Department of Highways, and then we had the Department of Lands and Forests, which was responsible for construction and maintenance of certain roads. Then we had the NORT committee, which was responsible for certain roads. I'm wondering where would we discuss access roads; roads to resources. I understand where roads in unincorporated townships would come, that would come under the next item. But I'm particularly concerned about the roads where, when you ask when is something going to be done the Department of Highways used to say: "That's not under our jurisdiction—we probably supervise the work but we don't establish any priorities or anything of that nature—we just see that the work gets done, or we contract it out." Or something like that.

Now, I'm interested in the roads that were formerly the responsibility of the Department of Lands and Forests. I'm speaking of an extension of tertiary road 800, the Spruce River Rd. The north end of that was always the responsibility of the Department of Lands and Forests. Is it your responsibility now?

Hon. Mr. Carton: It's not our responsibility. It's NORT.

Mr. Stokes: It's NORT? Well, does that come under the Department of Mines?

Hon. Mr. Carton: No, NORT is under Mr. Bernier's ministry.

Mr. Stokes: So, there are no moneys in here for access roads and there's no money in here for a development road?

Hon. Mr. Carton: Well, ours are development roads leading to the counties and the townships in southern Ontario, or mainly southern Ontario in this part of the estimates.

Mr. Stokes: So there's none of this \$16 million for development roads being spent in northern Ontario at all?

Mr. McNab: No! The comparable thing to the roads built down here under development road funds would be built in the north by NORT. As to the forestry roads, the type of

roads you're speaking of, this is still the responsibility of the Ministry of Natural Resources; the old Lands and Forests. Now, as a rule we undertake the supervision of the construction of these roads. But the money is set up in the budget of the Ministry of Natural Resources.

Mr. Stokes: Well, all right, this gets back to the thing I mentioned on opening day. How on earth are you ever going to rationalize a transportation network in northern Ontario when you've got three different budgets for roads? You've got two budgets within the Ministry of Natural Resources and you've got one here.

Now, I was given to understand by a deputy minister, and he doesn't happen to be in this room, that all of this was going to be rationalized. This was the idea of the policy-making minister, so that you could integrate your efforts so that there would be no duplication; and so that the emphasis would be put in the proper place.

Let me give you an excellent example of it. You've got Highway 599 that is the responsibility of this ministry, from Highway 17 up to Pickle Lake. You know what I think about the condition of that road. North of that road you have another road; it's a way up beyond the Pipestone River, well in excess of 100 miles north of the road that is your responsibility.

It goes nowhere. It serves no people. It is not directed toward any resources, whatsoever. If you had spent an equivalent amount of money on one of your own roads, we would have a good road where people live. You've just given another contract for another 15 or 20 miles on this road that leads nowhere.

I suggest to you that unless you rationalize your roadbuilding activities in this province, you are never going to serve the needs of people in the north.

You are just spending hundreds of thousands of dollars on a road that goes nowhere. There are no people. There isn't a soul living along that 120 mile stretch of road. It's supposed to bend in a northwesterly direction, north from Central Patricia to connect up with another road that isn't directed toward people or resources; and you are going to have a loop.

Sure we'd love to have all the roads you can build in northern Ontario; but I think you have to establish some priorities and put your dollars where they are going to serve the needs of people now.

Hon. Mr. Carton: But Jack, do you not agree that possibly would be—and I'm just voicing my own personal opinion—do you not agree that this would possibly defeat the purposes of the NORT fund?

The NORT fund was for roads in northern Ontario. Now, if we lump that into the Ministry of Transportation and Communications, then that \$5 or \$6 million that they have in the NORT fund could very well find its way down here; using the criteria of the average annual daily volume of traffic and so forth. It could find its way down here; and that is not what you want.

Mr. Stokes: That is not what I want. But the thing is, when you say we are going to spend some money on resource roads, make sure that it is going to make more resources accessible.

I'm talking about areas up around Armstrong where we have millions and millions of cords of wood that just might be cut and utilized if we had roads leading to them. This is the cry of the pulp and paper industry all the time. The cost of production is becoming excessively high because of the cost of roadbuilding.

Why don't you direct these dollars towards maximum utilization of resources; helping existing pulp and paper companies, rather than 120 miles of road up in the wilderness where there is no way that timber can be merchantable.

We welcome access roads to resources, but let's be realistic; let's put the roads where they are going to do somebody some good.

Hon. Mr. Carton: I would like to believe that when that road was built, it was built for a purpose. From what you tell me, it serves no purpose whatsoever. I honestly don't believe that is the case.

Mr. Stokes: Well look at the map.

Mr. McNab: There is justification for the road; and you can correct me if I'm wrong. You are talking about a road north of the Pickle area; and it is my understanding that this area has one of the highest potentials from a mineral standpoint. I understand this is why the Ministry of Natural Resources has been promoting the construction of this road. NORT's basic role is not to reconstruct existing roads, but to build roads into potential resources.

If I'm wrong, it's been a wrong supposition. But it was my understanding, although I'm not on the NORT committee, that it was to provide access to what is considered one

of the most potentially promising mineral deposits in northern Ontario.

Mr. Stokes: The mining fraternity must know something that I don't know, and something the Minister of Natural Resources knows nothing about. Because he said if he had his way it would be the last contract that was let along there until such time as we have upgraded some of the roads where people live.

Hon. Mr. Carton: Well the Minister of Natural Resources is chairman of the NORT committee, so he is in a good position to do what he feels should be done with the NORT programme.

Mr. Stokes: Well I'm probably out of order in what I said, because I thought there was money being spent.

Hon. Mr. Carton: We knew you were, but we were letting you carry on, Jack.

Mr. Chairman: Mr. Gaunt.

Mr. Ruston: I think I gave you my name.

An hon. member: He's not here. He's gone home.

Mr. Chairman: Yes, Mr. Ruston. I'm sorry.

Mr. Ruston: Mr. Chairman, talking about the development of roads, I was looking over a report of the Department of Highways for 1968, and then I seem to have mislaid the other ones and I got back into 1971. I was looking over some of the counties that have development roads, and I see in 1968 Elgin county had \$904,000, which is close to \$1 million. Then in 1971 they had another one for \$1 million. Hastings, almost \$2 million in 1971 and in 1968 \$1.5 million; Lambton county, \$665,000 and \$338,000 in respective years; Lanark county, \$1.25 million, and then in 1968 they had a little over \$1.25 million; Leeds and Grenville, \$881,000 in 1968, and half a million in 1971; and there are some other ones and so on.

The odd thing is—and I don't like to be nasty—it would appear from these development roads that for some unknown reason the majority of them where the largest expenditures are made are in ridings held by Conservative members, and it is rather amazing when one looks at it.

Mr. Spence: It is a revolting development!

Mr. Ruston: It is a revolting situation to have to believe.

Mr. Spence: It is hurting!

Mr. Ruston: Yes, it is hurting.

I just can't for the life of me figure out the criteria used in these. I happen to know some counties and townships in our area that have made requests for some and have had them turned down.

I think Essex and Kent counties did have one from Tilbury to Wheatley a number of years ago, but that is about the only one I am aware of in that area—and I was with the two counties—and the hon. member for Kent is quite aware of that, being a former warden.

Mr. Spence: We were poor too.

Mr. Ruston: And we were poor!

But I know some townships that have made applications, and I am thinking of Tilbury East township, which has 130 miles of road and about a \$5.5 million assessment—and I am speaking of assessment at the old rate, but that doesn't make that much difference. It has a population of 3,300 people and it is in the area of Tilbury, Wheatley and the west end of Kent county. We also have some similar ones in Essex county. It seems to me when I look at these figures that I just don't know that everything is just too fair in the allocating of funds for these development roads.

Hon. Mr. Carton: I don't know the period to which these figures relate, whether this is a cumulative amount or by the year. But for Essex-Kent I have a figure of \$729,000 in development roads, and Kingston and the Islands, which is Conservative, I have \$230,000.

Mr. Ruston: Well, there are mostly all islands there. What year have you got? I would like to know what year you have there.

Hon. Mr. Carton: This is the development road book.

An hon. member: Bet there will be a bridge there before long!

Mr. Ruston: This is your annual report, 1968. Now, on 1969 and 1970, I apparently mislaid the reports, or they are some place in my files, but the other one is the annual report, 1971.

Hon. Mr. Carton: On page 697, there was \$729,445.75 in your riding.

Mr. Ruston: What year was that?

Hon. Mr. Carton: It doesn't tell you what year, that is total or cumulative—

Mr. Ruston: That would be for the last 25 years I would think.

Hon. Mr. Carton: I think it is the last eight years; since you have been here.

Mr. Ruston: Well I have only been here five, so it must have been before I got here.

I suppose you must have a criterion? Do you have a traffic base? It says development roads, so I would assume you must have some idea when you approve these if they are going to serve more than one area, is that right?

Hon. Mr. Carton: It is based on needs and ability to pay, but Charley Wilmot can give you, I think, a much more apt and better description than I can. He has confused me on many occasions, so let him confuse you.

Mr. Ruston: He will probably confuse me too, then

Mr. C. R. Wilmot (Director, Municipal Branch): Mr. Chairman, through you to Mr. Ruston, sir, in 1963 we did what we called a county needs study. In co-operation with each county, we measured the dollar needs of the road system for construction, maintenance, administration and overhead. We broke the construction portion into what we called now needs, anticipated one to five, and anticipated six to 10

We developed a mathematical formula which is a little complicated, but which does relate need, ability to pay and willingness to pay to a special provincial contribution to the road system, through the development road fund. Under this arrangement, each year the county was credited with certain earned entitlement, based on their actual performance in the previous year. This earned entitlement was expressed in dollars of development road aid, sitting in the bank as it were, for the county.

As the county chose, it could withdraw funds from this earned entitlement accumulation, subject to whatever limitations we had in terms of our vote. This programme went on until 1969. In 1969 we re-assessed the needs and we developed a new arrangement based, in part, on the new provincially equalized assessments. Coming out of that investigation was a new objective which stated that we would fund, in each county, 100 per cent of their administration, maintenance and overhead costs, plus 45 per cent

of their now plus one to five-year measured construction needs.

Mr. Young: Now we know what that means.

An hon. member: Are you sorry you asked?

Hon. Mr. Carton: That's not all, we're now studying a new system to meet that need.

Mr. Ruston: The thing that bothers me a little—I realize there was a county needs study in the counties—I'm wondering about township applications. Are the majority of these development roads put in under county applications or are they under township applications?

Hon. Mr. Carton: Do you mean dollarwise?

Mr. Ruston: I would suppose—

Mr. Wilmot: The vast majority of the dollar value of the vote goes to the counties.

Mr. Ruston: That's okay, thank you.

Mr. Chairman: Mr. Spence.

Mr. Spence: I thought that development roads were for the areas which couldn't afford to build their own roads. We have one development road in the county of Kent. We appreciate that. We certainly do. It's an all-weather road and it's an asset to the municipality. We often wonder how—

Hon. Mr. Carton: As I said at the outset, it's based on needs and ability to pay.

Mr. Spence: We often wonder on that, Mr. Minister, how you make the decision.

Mr. Haggerty: As long as you don't get in a deal where they swap a King's highway and then build you a development road and you end up paying for both of them later on. Stay away from that type of deal.

Mr. Ruston: The ability to pay thing bothers me a little, Mr. Minister. I'm thinking of a fairly large township, in square miles, maybe predominantly rural in the centre and so forth. They have a lot of roads to keep up and they are used because of populations at either end. The road mill rate in some of these townships runs to 12, 14, 15 mills.

I'm thinking that some adjoining townships which are compact, more built up, can keep better roads at seven, eight or nine mills; and I happen to have a number of them in my own riding where it runs like that.

It seems to me that maybe your criteria should stress a little more the ability to pay

and the willingness of the local municipality to set a minimum mill rate. In other words, I wouldn't expect you to build a development road if some municipality wanted to only have five mills, whereas if they were willing to put up 12 mills, you should say: "Well, maybe if you're willing to pay 12, we should be willing to kind of help you."

In other words, with those that are willing to go ahead and want something done, you should come in and maybe help them. That's the thing that I think should be stressed a little more.

Hon. Mr. Carton: I appreciate that, Dick. The analysis you were talking about is made in each and every case for each township road. But getting back to your first statement, I just happened to come across the riding of Brant—

Mr. Ruston: Oh yes, good riding! Represented by a good man, you know.

Hon. Mr. Carton: The following figures: \$1,123,000; \$143,000; \$147,000; \$333,000; \$654,000, \$408,000—

Mr. Ruston: Of course I can understand that, Mr. Minister; with such a good representative, you know. You have to look after it.

Mr. R. B. Beckett (Brantford): Nobody said that about you, Dick.

Mr. Spence: We've got to quit asking questions.

Mr. Chairman: Thank you, ladies and gentlemen; any more questions on item 2? Mr. Germa.

Mr. Germa: Mr. Chairman, I don't know whether I'm in the right spot for this, but I would consider the road I'm going to talk about a development road. It is one of those private roads that are built into timber limits by companies like E. B. Eddy Forest Products. I did ask the department to try and get involved in these roads.

Hon. Mr. Carton: I don't think it's in this spot, but I'll find out. What vote would this be under? Is it a private road?

Mr. Germa: They are, in fact, private roads; but the suggestion I made was that maybe the department should get involved in these roads; because they are used by the public.

Hon. Mr. Carton: Charlie, don't we contribute to the maintenance of some of these roads where the public use a private road?

Mr. Haggerty: I hope there is not a gate across it though.

Mr. Germa: Yes, there are gates across.

Mr. Haggerty: That's what I figured.

Mr. Wilmot: Mr. Chairman, through you to the hon. member. We have tertiary road designations which, while the road is primarily a private road the public is allowed to use the facility. We make a contribution toward the maintenance of the road.

But a completely private road, such as the majority of the timber access roads in the north, are the property, if you will, of the timber operator. The public is not allowed on them except, occasionally, by sufferance. But there is no right of the public to use those roads.

Mr. Germa: I realize that is the situation now, but what I'm asking for is a change in policy of the department.

Hon. Mr. Carton: Right, but may I interject for one moment; and I think it would have a great effect on this proposal. Once we put money into a road, then the Highway Traffic Act applies; then you have all the weight-load problems and all the other factors that perhaps may not be advantageous for that particular road.

Mr. Germa: Well, they are a great convenience to the public in certain parts of the north in cutting down mileages and distances.

Mr. Stokes: They all should be multiple use roads, except for cases where there is extreme danger. That's a good point.

Mr. Germa: I'm sure you've had a lot of demand for this participation. I just wonder why the department has been reluctant to get involved with these timber roads over a long period of years?

Hon. Mr. Carton: Where they're private roads I suppose there's no way we can get involved.

Mr. Stokes: They're just constructed on licences of occupation. We own the land. They're building these roads to get access to resources that are the property of the people of the Province of Ontario—

Interjection by an hon. member.

Mr. Stokes: Exactly; and it doesn't make sense.

Now, there's one road in my riding where

I can understand you wouldn't want to give access to the general public. You'd have these Americans coming up with trailers, meeting tree length logs coming down on a windy and dusty road. They'd be committing suicide if they went on it.

But that's not the case with private roads generally. These people who go in there to harvest the resources, or to exploit the resources, they are there by the grace of the people of the province of Ontario.

Hon. Mr. Carton: I agree, Jack, but bear in mind the problems of some of these companies—and I don't know what particular road you are talking about or what particular company—but bear in mind the major problem that the companies in the north have.

This is the cry that I hear all the time. I am not talking about the huge giants. I am talking about the average small company up in the north, the smaller lumbering companies that may be up there. If we put public funds into these private roads, as I told Bud, they'd be subject to the Highway Traffic Act. They would be subject therefore, to the load limitations. They'd have to pay gasoline tax; they would have to license their vehicles; and these are all additional charges, Jack, that—

Mr. Stokes: Not so!

Hon. Mr. Carton: Not so?

Mr. Stokes: Not so! I can show you literally thousands of miles of roads in the north constructed by Kimberly-Clark, by American Can—

Hon. Mr. Carton: But you are picking the bigger companies. I am talking about the smaller companies.

Mr. Stokes: No, but the thing is, they allow hunters and fishermen in as long as they will respect no hunting areas. They allow them in there and they take an awful chance by doing so, in many cases. Because we have had instances of these over-enthusiastic hunters, shooting through the cabs of moving vehicles, thinking they saw or they heard a moose, or a deer, or something like that. It happens.

But, as I say, you do get the co-operation of these major companies. Of course, they operate their vehicles over those roads and they don't pay these taxes that you mention. It is just an instance where you get a good corporate citizen who is willing to co-operate with the public generally. We've got one company up there that even builds parks.

Hon. Mr. Carton: But the difference, Jack, is they allow it. If they wanted to cut it off any time, they could.

Mr. Stokes: Well, they'd bring the wrath of everybody in northern Ontario down on them, and they don't wish to do that. Now, if it is just a matter of consent I suggest you have a talk with these people and say; "Well, wherever possible you make these roads available to the public." Because they are there by the grace of the people of the province.

Mr. Chairman: Item 2 under 1903, carried? Vote 1903, item 3. Any questions there? Carried?

Mr. Stokes: No.

Mr. Chairman: Mr. Stokes, I wouldn't have thought you'd let that one go by.

Mr. Stokes: Not that one.

Hon. Mr. Carton! They said they had no questions.

Mr. Stokes: Not that one! The roads in unincorporated townships; that would include local roads boards, wouldn't it?

Hon. Mr. Carton: Yes.

Mr. Stokes: Yes. Now I can sit here half the evening telling you of little local roads boards that exist throughout the north. It is my understanding that you put up two dollars for every one dollar that is generated locally, and you supervise or contract out the work.

Now, there is the cry that I get from little, unorganized municipalities; where there is no local authority other than a group of people with mutual interests who band together, form a little board, generate a little bit of capital and then prevail upon you to assist them with maintaining a viable road structure, both winter and summer.

I find that I have no end of trouble with these, because it seems to me that your municipal engineer goes out and he tries to negotiate some kind of meaningful programme with these people; and in many cases it is put out to a contractor and the people aren't at all satisfied with the work.

In the case of an emergency, they are often the last ones to be served. Your forces look after the main highways first; and two or three days after a storm your equipment looks after the needs of these people.

They should have access to the outside world, as I say, in the case of a medical

emergency, or something of that nature. It is such a small amount of money in the overall scheme of things; we are only talking about a million dollars out of \$593 million.

Hon. Mr. Carton: A million and two, Jack.

Mr. Stokes: A million and two dollars. Well, I'll put in the extra two dollars, just so you won't call me a liar.

Hon. Mr. Carton: It is \$2,000.

Mr. Young: \$2,000.

Mr. Stokes: \$2,000? Hold it!

Mr. Ruston: The minister contributes the rest.

Mr. Stokes: Okay!

Mr. Chairman: We'll move the figure 2 over a bit.

Hon. Mr. Carton: We'll have to raise the indemnities, Jack.

Mr. Stokes: No; but this, basically, is the problem. Administratively it must be a real nightmare for your people. I know it causes me no end of trouble in trying to negotiate better deals on behalf of these small, unorganized communities.

The government does collect provincial land tax. These people pay a higher proportion of the sales tax, living in remote areas as they do. The sales tax, which goes to pay for a lot of this stuff, is higher there because of the high cost of consumer goods.

The government abolished the \$2 million that we were getting from the logging tax. It seems to me you should take over responsibility for these roads on behalf of these people who in many cases pay a much higher level of taxes than you and I do, proportionately. Why don't you just say: "Okay, we will take over these roads"?

Hon. Mr. Carton: It is a good question.

Mr. McNab: May I speak?

There is one problem, and I am not trying to create a red herring or anything like that. But there is one problem that causes us great concern, and I am sure the people in the north great concern. A lumber company, a mining company or some development company, will go in and work in an operation for a number of years and there may be 30 or 40 miles of road back in there. Then they will cease operations, and they may leave

squatters. There will be one or two people on the entire road.

The problem, of course, is that they generally have children, and to get them out to school is a real headache. The money you would spend certainly doesn't represent a good return on your dollar, when you consider the services it gives to a very few people.

Mr. Stokes: I appreciate what you say, but with subdivision control now throughout the province, there is no way that the Department of Municipal Affairs and all of the other government agencies are going to allow that to happen. As a matter of fact it hasn't happened for the last two years. They just don't get authority to build and to settle in those areas.

I realize there could be certain areas where it would be a problem, because I think about these things myself when I am trying to find out the best way to serve these people in these unorganized townships. I wouldn't mind if you put a limit on it by saying we will serve any unorganized community over a certain population, say 20 families or something of that nature.

These are really the ones that I am concerned about. I am not asking you to make a decision right now. If you haven't thought of it before, you are not going to make up your mind here tonight. But I wish you would take it under advisement.

Hon. Mr. Carton: It is too late tonight, Jack.

Mr. Stokes: Yes, it is a little bit too late, but I think it is something that you should consider. I suggest that you are spending more money in administering that programme than it is worth.

You are paying for two-thirds of it now. The amount of money that is being generated locally is about \$500,000. So I think if you just took it over you would save yourselves a lot of trouble; you would save your municipal engineers a lot of trouble—and you would save me a lot of trouble.

Mr. Chairman: The latter might bear some weight with the minister.

Hon. Mr. Carton: No, the other two.

Mr. Chairman: Thanks, Mr. Stokes. Any further comment on item 3? Item 4—municipal construction?

Mr. Spence: Mr. Chairman, I would like to bring to the attention of the minister— I

don't think I need to; he is well aware—that in southwestern Ontario the budgets of the counties have been cut considerably. There are odd counties that have had no cuts in grants for their expenditure on the county roads; but the majority of the counties in southwestern Ontario have had serious cuts.

I know you have a tremendous decision to make in order to curtail expenditures of money in the Province of Ontario, but of course in the county that I represent, the county of Kent, it cuts off four miles of construction; of upgrading and paving of county roads. This is a severe cutback.

Our county roads were paved with about 2½ inches of hot mix, and not too much stabilization, in the Forties, and of course these county roads are not able to cope or to stand up with the higher tonnage that trucks are now drawing on those roads. They were never constructed for that kind of tonnage.

Some of our reeves and deputy reeves who have sharp pencils and like to figure things out say that with the cutback in grants from your department, it will take 80 years to upgrade the whole county road system. That is what they tell me.

I have never figured this out, but it is a severe cutback and it affects them considerably. Of course, they hope this reduction won't continue in 1973. If it does, a lot of the county roads will have to be handed back as township roads.

Hon. Mr. Carton: Jack, I agree with you on it. There has been a cut and I have had, as you know, many delegations to see me. I am aware of it.

Insofar as Kent is concerned, Mr. Wilmot has the figures here. It might be interesting to see—

Mr. Chairman: Mr. Wilmot?

Mr. Wilmot: Mr. Chairman and Mr. Spence.

It is quite true that Kent has been cut. When we amassed the 1969 study data, we went to the then Treasury Board and the spending level objective was set for us. This was done in 1970 actually, and the decision was made that we would maintain the 1969 level of spending for 1970 and 1971; and then over three years we would progressively reduce to the level of the 45 per cent objective. Late last year, a change in policy was instituted whereby we would come down to the 45 per cent objective in two years.

I quite realize, and I think everybody else who is in contact with this realizes, that the spending levels are quite considerably below the desires of the counties. There is always a short-fall between desire and the ability to realize that desire.

Now, I can assure you that every county in this province has been treated as fairly and as impartially as possible in light of the basic data that they themselves provide to us. Beyond that point, I can say nothing more, sir.

Mr. Spence: May I ask another question of the gentleman?

Mr. Chairman: Of Mr. Wilmot?

Mr. Spence: Yes.

Mr. Wilmot, I represent a portion of the county of Elgin, and I am very grateful that their budget wasn't cut. Is that right?

Mr. Wilmot: With respect, sir, I must differ with you. Elgin county's permissible spending level in 1971 was \$1,046,000. And for 1972 it is \$868,000. So Elgin, sir, was cut.

Mr. Spence: Well, I have been misinformed.

Mr. Wilmot: But I think what you will find, sir, in questioning the various counties, you will find differences in the cuts, because these counties were at varying levels above the common spending objective. We are progressively bringing them all down to the same level, based on their measured needs.

Mr. Spence: That is right

But another thing; you carry out these road need studies. Every time the road need study is carried out county roads are handed back to the townships. I understand in the township in which I live there are a number of miles of paved county road that are going to be handed back to the township.

Now the township is at their saturation point as far as taxes are concerned. These county roads are paved, but nevertheless there is repair work. There is also the weed cutting and there's patching. Actually, the township gets a 50 per cent grant from the province, but of course the other 50 per cent has to be collected from property taxes. So nevertheless the property taxes go up.

They do not get any assistance whatsoever from the gasoline tax or anything, it falls right back on the property.

Of course more roads are being handed back. Maybe the counties had taken over

too many of the township roads into the county road system, but it is falling right back to the townships to bear more of the weight of the tax load—if that's the right word—in the building of our highways.

Of course, if it is in the county, the towns and villages have a larger tax base; but when it falls back on the townships it has to come off the land tax and it is creating a problem. I would say if it keeps on, and they are handing back more roads all the time, the roads are going to go back to gravel surfaces. We are going to have gravel roads instead of paved roads.

I know the minister has a very difficult problem to get enough money to go around and satisfy everybody but it is of concern to us. Once you hand back a county road to a township you know that when it breaks up, the townships will never have enough money to replace it without some assistance from the gasoline tax, through the jurisdiction that gets the benefit of the gasoline tax.

I don't want to be bitter, and I know the minister is in a very difficult position, but we have a problem to think of in the rural municipalities.

Mr. Wilmot: Mr. Chairman, I think, sir, that you are seeing a delayed reaction in Kent. The majority of the changes in the county road systems occurred in 1964 and 1965.

Back in 1962 we developed, in co-operation with the county engineers' advisory committee, a series of criteria which, when applied logically and rationally, produce what the county engineers feel is a rational and reasonable county road system.

This was used in the 1963 study and most of the counties, revised their systems. I think you can well realize, sir, having served on county council, how certain roads, because of particular circumstances, can be—if I may be allowed the expression—foisted on the county. They do not really provide a county-wide type of service. Many of these roads were reverted in 1964-1965 and an almost corresponding mileage of other roads picked up.

Now, I am speaking on a province-wide level. In some counties there was quite a reduction in road systems and other countries had a fairly significant increase, but if we were to finance on the basis of need and ability to pay, we had to be certain that we were financing equivalent systems in each county.

It is quite true that this imposed some sort of hardship on some townships, but I submit to you, sir, that they were in fact getting an unconscionable benefit from those roads being on the county road system before. It wasn't that they were loading the province, because the province's share of these roads was the same whether it be under county or township jurisdiction; but in fact they were gaining an unfair advantage from the other municipalities within the county.

As I say, Kent County, as I remember it, did not see fit to revise their system at that time. But in 1969, during the 1969 study, they resolved to revise their system; and this is why it is coming home to you now. I have all kinds of sympathy for those townships because they had for years been led to believe that this was a proper and reasonable county road, and all of a sudden they found that it was not.

I would point out, though, that their representatives on county council had their day in court, as it were, with the road committee and with county council if they honestly felt that an injustice was being done.

Mr. Chairman: Thank you Mr. Wilmot. Thank you Mr. Spence.

Mr. Cassidy.

Mr. M. Cassidy (Ottawa Centre): I would like to ask the minister, on municipal construction, what proportion of this \$119 million is devoted to capital subsidies for transit? Such as the Yonge St. subway extension here in Toronto and possibly others around the province; although the Toronto system may be the only one in effect that is currently receiving subsidy on a capital basis.

Hon. Mr. Carton: This is tied in with item 7.

Mr. Cassidy: I believe I am on the right item; certainly judging by the camouflage that went on in connection with the subsidies for operating deficits of transit systems, such as municipal maintenance.

Hon. Mr. Carton: Between \$15 and \$19 million!

Mr. Cassidy: Between \$15 and \$19 million! I repeat my plea of the other night that the minister be much more explicit in these estimates. Of that \$15 to \$19 million, how much goes towards what projects? Which projects are in fact being subsidized?

Hon. Mr. Carton: For the subway!

Mr. Cassidy: Is that only for the subway? Are any other projects receiving subsidy?

Hon. Mr. Carton: It is all for the Yonge St. subway.

Mr. Cassidy: It is all for the Yonge St. subway? I see.

You know, Mr. Minister, I made mention the other day of a project for a monorail system in the city of Ottawa. I will send you details rather than make very much of it here. I am still learning more about it myself.

I really would wish that with the programme of urban expressways, which has already been dealt with, and with municipal Ontario roads and this sort of thing, that the government's priorities reflected the need for alternative forms of transportation; that is for public transportation. Now I believe that under the present municipal construction programme you are subsidizing to about 45 per cent the anticipated roads needs of the municipalities. Is that correct?

Mr. McNab: Yes.

Mr. Cassidy: And I believe that has the effect of more or less keeping you at a consistent pace. That is, you don't fall any further behind what the traffic engineers, under delusions of grandeur, imagine are necessary; but you don't get ahead of it either. Is that correct?

Hon. Mr. Carton: Well, it's keeping your finger on the pulse; but as Mr. Spence just pointed out, it is not giving them what they feel they need.

Mr. Cassidy: Well, I realize that! But would the minister not agree that when you widen the road it is self-defeating, because the traffic comes along to fill up the road. You would agree with that, wouldn't you Mr. Minister?

Hon. Mr. Carton: Well, it depends where the road is.

Mr. Cassidy: If I can put words in your mouth.

Hon. Mr. Carton: That's most difficult!

Mr. Cassidy: Well, I think you should very seriously consider telling the municipalities that in fact, either in one abrupt lump or gradually over a period of three or four years, you are going to continue to reduce that proportion; and that at the same time you will encourage them in the undertaking of projects devoted to alternate means of transport.

I think you should be doing the same thing with the \$200 million you have on the roads programme. A large portion of this programme is for highways, going around, up, down and over cities; rather than being out in the countryside.

No one denies the need for improving the highways. I am sure the members from Sudbury have told you of their needs, and I am sure Mr. Lane has told you of his needs. But in the urban areas, in fact, they are planning an alternative to this constant expansion of the highway system, which is in fact self-defeating.

Hon. Mr. Carton: I wouldn't quarrel with you philosophically, Mr. Cassidy. But on the other hand, roads serve not only people—I am talking of the highways now—there is commercial and the truck traffic that we have to consider.

Mr. Cassidy: Quite. But of course that truck traffic, Mr. Minister, is a much more even flow. It doesn't have the kind of peaks that you get with road transportation flow in cities—you know, the 30th design hour, which I believe is the standard to which you design in the ministry. What is it: the 30th design hour in the 20th year? It is a peak-hour or rush-hour design. If you can find systems approaches, and if you can find alternate means of transportation in order to reduce the load, in the 30th or the 60th or the 90th design hour, then you save not just hundreds of thousands of dollars but in fact millions and millions of dollars; and you make it available for other forms of transportation.

If you do agree philosophically Mr. Minister, then we would appreciate seeing some leadership from the department and from the government so that the alternate means of transportation are being provided; not just in Metro Toronto, where they are certainly needed, but in other parts of the province.

In fact, you know, coming from outside of Toronto—I used to live here back in the days when the 401 had four lanes—it really grieves people from outside of the province, Mr. Minister—I beg your pardon, from outside of this region in Toronto—to come and see the eight, 10, 12 and 14-lane behemoths that you and your ministry have constructed or helped to construct. I know perfectly well, and anybody else that drives through here knows, that the disaster areas you have created have been made at terrific expense, with provincial tax money which is contributed from Timiskaming and from Thunder Bay and from the

rest of the province. And we would very much appreciate seeing some sense here and some sense in the rest of the province.

Hon. Mr. Carton: Well, basically, this is the direction that we are trying to take, and I hope that we are successful.

Mr. Cassidy: But at the speed of treacle on a slight incline in February, Mr. Minister. If you believe it, then you should do it in a much more active and positive way.

And this is the problem, of course, with your government. They are perceptive enough to cotton onto problems, but always just at the very last minute they move only just far enough to take the edge off and keep the peasants out there from revolting.

Hon. Mr. Carton: I will take that as a compliment.

Mr. Chairman: Thank you, Mr. Cassidy. Mr. Ruston.

Mr. Ruston: Mr. Chairman, I have one item I wanted to bring up, and I am bringing it up for the member from Wellington South (Mr. Worton) who couldn't be here, in regard to the city of Guelph. No doubt the minister has the letter from—

Hon. Mr. Carton: The Elora bridge or—what is that?

Mr. Ruston: Well, he was at a meeting of the Elora bridge group last night, Mr. Minister; this is with regard to the subsidy.

Apparently they made a study of different cities' and towns' subsidies and they found out from Kitchener down to Owen Sound, and a number of different cities, that Guelph had the lowest per capita subsidy of any of them, and they feel that they were being discriminated against. Mr. Worton asked me to bring it up here and have you comment on it. I think a letter, dated June 7, 1972, was sent to you from the mayor.

Hon. Mr. Carton: I don't have the figures here, Dick, but this could be because it is not done on a per capita basis.

Mr. Ruston: No, I realize that. This is a study they made to get a comparison. They will be in contact with you anyway.

I have a letter that the minister sent to the town of Belle River in regard to problems they were having with trucks going through what is now Highway No. 2. It used to be No. 39. They changed the course of No. 2 to follow the old No. 39, and gave back part of No. 2 to the county.

Hon. Mr. Carton: It is the trucks that are going through the village?

Mr. Ruston: The town of Belle River, yes. In your letter it was suggested that perhaps with the county's approval you could ask that county road No. 42 be designated as a truck route where it turns to go toward the town of Belle River rather than having the trucks go through there. I don't suppose the county would be too happy with that suggestion on the basis of the present subsidy programme, since this was provincial highway up until two years ago. Looking over the money it cost to keep this particular stretch of Highway 2, plus that of No. 98 that was also formerly a provincial highway, I see where the province saved about \$150,000 a year in maintenance. It is kind of frustrating to find this put back onto you all at once.

I would hope that with the resurfacing of 401 perhaps some of the truck traffic would stay off Highway 2, because 401 at present is very uncomfortable for a trucker. I think the vibration and everything from such a rough road causes some of them to turn off at Tilbury and go on Highway 2.

Do you have any places where you have a county road that may be designated a truck route, and has the province ever given any other assistance, when you do have these, if there is a real need for it?

Hon. Mr. Carton: Well, when that was turned back it would be done by agreement. On the matter you are talking about, as a policy, I'll check and find out.

Mr. Ruston: I am pretty well familiar with the turning back of it, because we went through it a couple of times.

The other thing is getting trucks from 401 into the easterly end of the city. With no provincial highway running across the county at that end, it's very difficult to do anything but have them go on county roads and 401.

I know the E. C. Rowe is being put in. That's in co-operation with the city and you are paying 75 per cent, but the problem is getting access to 401. Even when the E. C. Rowe is finished you still have nothing but a county road to get across, and you wouldn't have a year-round outlet.

Hon. Mr. Carton: What is the distance there?

Mr. Ruston: It wouldn't be any more than, I would suggest, about five miles.

As far as the E. C. Rowe is concerned, have you got any plans for getting the trucks or major traffic over to 401? How do you propose doing it?

Hon. Mr. Carton: Excuse me one second!

Mr. Chairman: After Mr. Ruston, we have Mr. Gaunt, Mr. Deacon, Mr. Spence and Mr. Germa.

Mr. Haggerty: Have you got something against me?

Mr. Chairman: No, I thought you kept pointing to Mr. Gaunt.

Mr. Haggerty: No. I said myself and Mr. Gaunt both came in at the time time.

Mr. Chairman: Oh, well, I didn't think you were speaking for yourself. I thought Mr. Gaunt was too shy. You are ahead of Mr. Gaunt?

Hon. Mr. Carton: On that, I understand there was a proposal at one time, but for some reason or other it did not proceed. I will check into it.

Mr. Ruston: It seems to me with the population trend in Essex county and Windsor, with an exceptionally large build-up in the easterly end of the city of Windsor, that something will have to be done with regard to access to 401 in what we call the easterly end of the city. It is very important, I think, for the 401 to get the traffic there. That's all right now Mr. Chairman.

Mr. Chairman: Mr. Gaunt.

Mr. M. Gaunt (Huron-Bruce), Thank you, Mr. Chairman. I have two matters with which I want to deal.

First of all, the supplementary estimates. When will the decisions be made in relation to the supplementary estimates?

Hon. Mr. Carton: Well, not for a little while Charlie. Several weeks!

Mr. Gaunt: Several weeks?

Hon. Mr. Carton: Around July, isn't it? The first week in July.

Mr. Gaunt: Well, I have several very urgent problems which I feel warrant consideration when it comes to the decisions made with respect to supplementary estimates. What sort of criteria do you use when you are making those value judgements?

Hon. Mr. Carton: Well on your first question, the deputy wants to speak.

Mr. McNab: Have these urgent needs been brought to our attention by either yourself or the municipalities?

Mr. Haggerty: They are all urgent.

Mr. Gaunt: Yes. One urgent need has been brought to your attention by myself—and I think Mr. Wilmot; I have discussed the matter with him as well.

The thing that I'm wondering about, is that if it goes on too much longer, this is going to mean that some of the municipalities are going to find it very difficult to undertake construction programmes. They are going to get on into the summer and then first thing they know they are into the fall and then construction is—

Mr. McNab: Well Mr. Gaunt, you have brought one point to my attention and I would suggest you or your municipalities bring the others forward so they can be weighed and judged in light of the money that we have left over.

As I mentioned yesterday, this is one of the real serious problems with us, that when the estimates are set up municipalities, and this isn't all municipalities, anticipate doing a certain amount of work. This money is set aside for them and then it gets on into the middle of the season and they find, for various reasons, through the acquisition of property or something, that they can't go on with the work. It's at that time that we know how much money's going to be turned back which we can apportion out.

It's a real bind, and this is why we're trying to encourage a reasonable planning period, five years or so, so that things can be staged over a year and we know with some certainty that when we go to Treasury Board and get our funds allotted to the municipalities that they are going to be spent. But this is the dilemma we find ourselves in.

Mr. Gaunt: So you really have to know how much money is going to be turned back before you can really—

Hon. Mr. Carton: That's right.

Mr. Gaunt: —make those judgement?

Yes, I see. Well, I just make a special plea for my special projects. I know everyone does special pleading in these circumstances, but I think I have one very legitimate case.

The other matter with which I want to deal is the matter of the half-load in the

spring. I try and get this under the umbrella of municipal construction, because if these people don't obey this limit, then of course it breaks up the municipal roads and then they have to be reconstructed. So I put it to you in that way.

It seems to me that the department should reconsider this particular programme. For instance, a half-load limit, as it applies to a 20-ton truck, would mean that it would carry 10 tons, and a half-load limit applied to a two-ton truck would mean that it would carry one ton. Now, the truck that's carrying the 10 tons is going to do a lot more damage to the road at that time of the year than the truck carrying the one-ton load.

So that when you apply the half-ton limit across the board without any respect to the actual load that truck is carrying, it really doesn't mean a thing. It's meaningless and has no actual bearing on the degree to which the road is going to be broken up at that particular time.

I know the ministry has looked at the problem, but I'm wondering if, in fact, there has been any serious consideration given to actually changing that particular system as it applies to a very short period in the spring?

Mr. H. W. Adcock (Assistant Deputy Minister, Operations): I think, Mr. Gaunt, we more properly have to consider the loads on axles rather than the gross loads of the vehicles. Our present loading regulations, which were as you know adjusted about a year and a half or so ago, were based on a great deal of research which was done—

Mr. Chairman: Can you move the microphone up a little? I think the Hansard people are having difficulty.

Mr. Adcock: The present formula is based on some research which was done from about 1965 to 1969. The whole thing is based on a question of the loads on axles and the spacing of those axles, rather than the actual gross weight of the vehicle.

I think as a general statement, when you say there would be more damage by 10 tons than one ton you are probably right, but the weight or the loading of each axle and the spacing between those axles is really more germane to the problem of damage to a road subgrade in the springtime. If we got down to these very low loads it would really certainly restrict the movement of goods by these heavy vehicles in the spring of the year. We think the present half-load regulation is

reasonably satisfactory to protect the road subgrades during that period of time.

Mr. D. M. Deacon (York Centre): That being so, why would you worry about a half-load restriction on trucks under a certain size?

Mr. Adcock: I don't think the half-load restrictions—I am not sure of this, Mr. Deacon—apply for trucks below two tons. I think it is only vehicles above that size.

Mr. Gaunt: The one problem I see, and I have it brought to my attention from time to time, is that you have a half-load restriction on, let us say, a five-ton truck. That particular carrier sees one of these big vehicles coming down, and he is carrying twice as much gross weight as this particular truck and he says, "Well, you know it really isn't fair. How can that fellow carry twice as much gross weight as I can and get away with it?" Actually, he is within the confines of the law, sure; but when the judgment is made against one carrier who may be a relatively small carrier and he compares himself to another carrier who is a big carrier, then he feels that there is a certain amount of inequity there; and I can see the point.

Your point is valid, I can see that; but on the other hand, I think there are a few inequalities applicable in a situation like that.

Hon. Mr. Carton: But philosophically, doesn't it seem equitable that they each should be able to carry half of what they ordinarily did?

Mr. Gaunt: Philosophically speaking, yes. I didn't want to get into philosophy at this hour of the night.

Mr. Chairman: Thanks, Mr. Gaunt. Anything further? Mr. Haggerty.

Mr. Haggerty: Yes, Mr. Chairman, I would like to question, through the minister, the present grants and subsidies for the year 1972. This concerns the town of Fort Erie, the city of Port Colborne, the town of Wainfleet and the town of Pelham. Could I ask for those grant figures or do you have them?

Mr. McNab: Could you repeat them again, and what we will do is give them to you.

Mr. Haggerty: The town of Fort Erie, the city of Port Colborne, the town of Wainfleet and the town of Pelham.

Mr. McNab: It is possible we might be able to get them from information we have here and we could give them to you, if that is the case, before the evening is over.

Mr. Haggerty: How does the department arrive at a cost factor here on the grants that apply to certain municipalities? Does it relate to the size of the municipality, the population—the size in population, I should say?

Mr. McNab: I am not sure that I understand your question.

Mr. Haggerty: Well for example, the town of Fort Erie has a population of about 22,000 and the city of Port Colborne has a population of 22,000—in that neighbourhood—I imagine the townships are about all the same size in the number of square miles and so forth. The town of Fort Erie in the 1971 estimates, had subsidies and grants totalling \$364,359; and the city of Port Colborne was \$174,791.

Hon. Mr. Carton: They are not on a per capita basis. The grants are not on a per capita basis.

Mr. Haggerty: No, but here is a difference of about \$189,000 between two municipalities almost the same size. What factor do you use in arriving at a grant subsidy?

Mr. McNab: Well first of all, as the minister pointed out, we don't do it on a basis of population. What we do is we react to their requests. In other words, they wanted to undertake projects worth a certain amount of money in the cities that you mention. Our payment is a 50 per cent subsidy, half the total cost. If they are in a position to spend \$200,000, our subsidy would be approximately \$200,000, making a total of \$400,000. Population has no direct bearing, although there would be a relationship; presumably a larger city or town would spend more. They would have more services to provide, more miles of road and so on.

Mr. Haggerty: Suppose a certain municipality wanted to increase their road expenditures this year, say \$100,000. You wouldn't match it like that, would you?

Mr. McNab: In times of constraint what we would do is attempt to relate it to an over-view that we have of everybody's need and give to them on a priority based on need.

Mr. Haggerty: I know many municipalities within the Welland South riding have asked for an increase, but I don't think they have been too successful in getting the road subsidy up to the level they want to spend on the roads. That's why when I picked out this figure of \$189,000—the difference between two municipalities of almost the same size—I wondered what formula or factor you use.

Hon. Mr. Carton: That's for one year. It may have been the reverse the year before.

Mr. Haggerty: This is why I wanted the figures this year, to see if there was more.

Mr. McNab: We'll get you the figures.

Hon. Mr. Carton: We can get you the figures.

Mr. Chairman: Thank you, Mr. Haggerty. Mr. Deacon.

Mr. Deacon: Yes, Mr. Chairman—

Hon. Mr. Carton: We are not on the GO vote yet.

Mr. Chairman: You'll have to come back tomorrow.

Mr. Deacon: Since I missed the top vote on construction and you said this week you expected to make an announcement on Highway 404, I thought I might bring it in by asking how you are making out with Metro on the arrangements for sharing the cost on the extension of the Don Valley Parkway to Steeles Avenue. Have you come to a conclusion on that agreement?

Hon. Mr. Carton: As I stated, I am hoping to make an announcement very shortly.

Mr. Young: How much money is in this vote for that purpose?

Hon. Mr. Carton: Well, there is not necessarily any money in this budget for that. I may have to go to the Management Board and get it.

Mr. Deacon: You haven't any money for the extension?

Hon. Mr. Carton: It wouldn't be reflected in this budget. I would have to go to Management Board and get it specifically for that project.

Mr. Deacon: I had thought this was going to be the occasion when you made your announcement—

Hon. Mr. Carton: I have been busy with my estimates.

Mr. Young: He gave you a good opportunity.

Hon. Mr. Carton: He did; thank you.

Mr. Deacon: Have you negotiated an agreement with Metro on the northern end as to the sharing of the cost?

Hon. Mr. Carton: Without saying too much, Don, we have come to a conclusion on it and—

Mr. Deacon: This is the one that you thought you had come to a conclusion on two years ago?

Hon. Mr. Carton: I wasn't here two years ago—is this the same one I am talking about?

Mr. Deacon: Yes. Two years ago the minister thought he had come to a conclusion.

Hon. Mr. Carton: This time—it takes two to tango, to come to a conclusion. Let's put it this way; it takes two to tango, when it comes to negotiation.

Mr. Deacon: I agree with that but—

Hon. Mr. Carton: But there is a way of coming to a conclusion unilaterally.

Mr. Deacon: I understood from the minister's statement, or the deputy's statement in consideration of the 1970 estimates, according to Hansard, that the government had come to a conclusion with them. I thought at that time it was all set and I was interested—

Hon. Mr. Carton: I am informed it didn't gel; but I can tell you it's going to gel.

Mr. Deacon: It's going to gel? Great!

Mr. Chairman: Thank you, Mr. Deacon. Mr. Spence again, sir.

Mr. Spence: Mr. Chairman, thank you. I overlooked a matter that has been brought to my attention. I think this is the place to ask it. It has been brought to my attention that in the regional governments that have been set up the county roads appropriation wasn't on the same basis as the counties were. Mr. Wilnot stated that the counties were based on a 45 per cent need. So I would like to clear this point up. Were the regional government regions cut on the same basis as the counties that weren't in regional government?

Hon. Mr. Carton: There are two things, I think, mixed up in this statement. One is the 45 per cent objective; and I don't think that is what you are talking about. I think you are talking about the subsidies that relate to the region, as opposed to the county, for example; is that what you want?

Mr. Spence: Were their road appropriations dealt with the same as the counties, on a 45 per cent need? I wondered if the regions were on the same basis as the counties, those that weren't in regional government regions?

Hon. Mr. Carton: I know the regions are separate and apart from the counties. Mr. Wilnot can explain that to you.

Mr. Wilnot: Mr. Chairman, Mr. Spence; the regions had the same 45 per cent objective that the counties did.

Mr. Spence: Thank you. That clears it up.

Mr. Chairman: Mr. Germa.

Mr. Germa: Mr. Chairman, the department, I know, has received resolutions from the Ontario Good Roads Association and also from various municipalities asking for street lighting costs to be included in the road subsidy, as eligible for road subsidy. I just wondered what the department's response has been to these requests?

Hon. Mr. Carton: I am informed that it is still under consideration; but it doesn't sound reasonable to add to the costs. However, it is still under consideration.

Mr. Germa: Would you not consider that lighting on a street also services the road portion as well as the sidewalk; and should be an item eligible for subsidy?

Mr. McNab: What the minister said is quite valid. This is under consideration.

Mr. Haggerty: Only in Metro Toronto!

Mr. McNab: Our problem right now is, and I think you can understand it, we are at a time of fiscal constraint. As the members have mentioned, we have been cutting back on our road subsidy. It hardly seems the right time to introduce something else that is going to have a restraint on it in any event.

There is one thing though, in connection with the street lighting; we consider it, possibly, at intersections. This is the type of thing that can possibly be justified.

Lighting in the street is generally not just for road purposes. It is mainly for pedestrians, for security. It is illumination to make the place safer from things other than traffic actually; and to allow people to get around. This is one of the constraints.

However, I feel quite emphatically that there will be a turn toward more recognition of the validity of subsidy for lighting; but when the funds are available. This year didn't seem like a good year.

Mr. Chairman: Thank you. Mr. Ruston.

Mr. Ruston: Mr. Chairman, I think I sent a note up yesterday to some of the officials to see if they could give me information on connecting links; or what highways are maintained in the City of Windsor going to the Ambassador Bridge and the Detroit-Windsor tunnel.

Are any of the roads now in the city limits being maintained by the province, other than the 50 per cent subsidy? The reason I mention this, prior to—

Hon. Mr. Carton: I have an answer here. Give me one moment to decipher it. There are no 100 per cent subsidies; they are all 50 per cent, except for any portion of the E. C. Rowe Expressway. There is the normal 50 per cent subsidy on the connecting links.

Mr. Ruston: The reason I ask this, is in looking over the highways system connections into Windsor, prior to annexation a number of these highways were maintained by the province 100 per cent, because they were going through townships.

Since annexation, the city assumed all the roads; and now you people save another 50 per cent.

So figuring what you have in handing roads back, and what you save on an annexation deal, I am thinking that someone, as Eddie Sargent would term it, is getting "shafted." I think maybe it isn't right. There is heavy traffic, especially at the port entry. Windsor has the highest port of entry traffic volume of any port in Canada. When I look over some of the roads and the way they're deteriorating—the ones that were provincial highways prior to annexation—it worries me considerably as to how we're going to maintain these under the circumstances. I think that you're going to run into problems.

Then at the same time, you're cutting back the city's programme. I think you're heading into real problems over the next few years over the condition of these roads.

Mr. Chairman: Mr. Cassidy.

Mr. Cassidy: Mr. Chairman, I'd like to ask the minister about the Joint Technical Transportation Planning Committee. Specifically, I'd like to ask him to comment on the report of that committee, which he's endorsed and which has gone forward now to the Metropolitan council, I guess, and how that relates with the government's decision to scrap the Spadina Expressway.

Hon. Mr. Carton: Which study are you referring to?

Mr. Cassidy: I'm referring to the report that just came out on the Lakeshore transportation corridor, specifically the recommendation that you begin by building an expressway to extend the Fred Gardiner Expressway eastward.

Hon. Mr. Carton: Right! If you take the extension of the Gardiner Expressway and compare it, which is what you're interested in, to the stopping of Spadina, if you try to examine both and rationalize them: Firstly, the Gardiner Expressway is part of a Toronto-centred network that loops around the city. There are some 60 miles, and this is the last 14 miles of an almost complete network. The Spadina is part of the inner core network, only part of which has been completed, namely the Don Valley Parkway. That's one difference.

Another difference is that the Gardiner Expressway is part of a transportation corridor. The Gardiner Expressway is about 14 miles in length and 9.5 miles are already a transportation corridor. In the case of the Spadina, it went for about 2.5 miles right through a residential centre and about a mile and a half of a natural resource, which it made much worse.

Also, from the environmental point of view there is less than 10 per cent of the Gardiner extension that relates to environmental problems, whereas in the case of the Spadina, of course, the whole length of it relates to environmental problems.

Those are two or three differences.

Mr. Cassidy: Well, if I can take maybe a slightly less optimistic view, the Spadina cut through 2.5 miles of residential area; the Gardiner extension cut through approximately five or six, is that correct?

Hon. Mr. Carton: No, it does not. No.

Mr. Cassidy: Well, you stated nine miles go along the present same corridor.

Hon. Mr. Carton: No, no, you are confusing the two things. I said that the Gardiner had 9.5 miles of an already existing transportation corridor.

Mr. Cassidy: Right, and the remaining 5.5 miles—

Hon. Mr. Carton: No, no; the only part that cuts through a residential area is about a mile and a half where it runs up to the CNR right-of-way, where it turns north.

Mr. Cassidy: I see. But is the figure 3,000 homes or 3,000 inhabitants? I think 3,000 homes would be taken up!

Hon. Mr. Carton: No, it certainly wouldn't be that number. I don't have the exact figures, Mr. Cassidy.

Mr. Cassidy: How much money is in this vote for Scarborough; for the Gardiner extension this year, if any?

Hon. Mr. Carton: There are no funds in this vote.

Mr. Cassidy: I see. Mr. Minister, I wonder if you can tell us why have you got the Joint Technical Transportation Planning Committee anyway?

Hon. Mr. Carton: Why?

Mr. Cassidy: It is a body which, I understand is made up of Mr. Bidell, who's here, and Mr. Wronski and Mr. Day, and a couple of other odds and sods.

Hon. Mr. Carton: They're not odds and sods.

Mr. Cassidy: But the point though, is that they are officials and they are technical people. Yet they seem to have an enormous amount of authority, which surely ought to be at the political level.

Hon. Mr. Carton: They report to the policy committee of the JTTPC, which includes Mr. Campbell, Mr. Day and myself. They make recommendations, Mr. Cassidy, and that's all they do is make the recommendations.

The policy committee, namely the three of us, come up with the decisions. In all fairness to the technical people, they make recommendations.

Mr. Cassidy: The policy committee—the three people whom you mentioned, including yourself—perhaps I could ask how much time, in fact, did your policy committee spend considering this report on the Scarborough corridor concept?

Hon. Mr. Carton: Just to give you some of the background, and I told Mr. Givens when he was here earlier this evening, at which time this whole matter of the JTTPC was gone into. Mr. Campbell would have some 30 years' background on this, because this was on the official plan for the city of Toronto 30 years ago. So he has 30 years of background on the whole problem. Therefore if you have that much background it doesn't take really that length of time to come to

some decision when recommendations are made to you.

Mr. Day likewise has had some 40 years' background in the Metropolitan Toronto area dealing—well, as mayor of Toronto, when the official plan contained this some 30 years ago—subsequently through other elected offices and now as chairman of the TTC.

Insofar as yours truly is concerned, obviously I have not the background that they have, but we spent a full half day considering the recommendations of the technical people.

Mr. Cassidy: Whom did the—

Mr. Chairman: Mr. Cassidy, I want to be fair with you, but you must be fair with the members of the committee too. We did go into this considerably when Mr. Givens was here. And what happens, I know people like yourself have other duties too, but you do drift in and out. It means that when you come in we have to rehash something that we have gone through before. Mr. McIlveen is waiting over here with a question, so will you try to make this short, Mr. Cassidy.

Mr. Cassidy: If Mr. McIlveen wants to get in right now I can always get back in on this tomorrow if I need to.

Mr. Chairman: Well, I wish you'd finish off now. But, as I say, it's a case of just trying to keep it brief because the rest of us have been over all this before.

Mr. Cassidy: No, no, that is quite all right. I'll check back; I have talked to my colleagues but I hadn't realized that this had been gone into in detail.

Mr. Chairman: All right. Mr. McIlveen.

Mr. C. E. McIlveen (Oshawa): Mr. Chairman, I want to ask the minister if under this item you could discuss construction of GO.

Hon. Mr. Carton: Of GO?

Mr. McIlveen: Or on another item?

Hon. Mr. Carton: It is on the next vote, GO Transit.

Mr. McIlveen: The construction as well? It says administrative.

Hon. Mr. Carton: No, it is everything to do with GO.

Mr. Ruston: In other words, it is "go" man!

Mr. McIlveen: I'll decline then.

Hon. Mr. Carton: Do you want to carry on—

Mr. Cassidy: I'll wait until the next one.

Mr. Chairman: If you can—

Mr. Cassidy: Well, I'll try and close this off then.

Mr. Chairman: I would like to clear item 4 tonight if possible.

Mr. Cassidy: You'd like to clear item 4? Well that's okay. I have a couple of other points I'll bring up under item 5 tomorrow.

On this though, Mr. Minister, I appreciate that there was approximately 62 years of experience, if not more, behind that half day of work. But at the same time you know, did the JTTPC, or your policy committee, in fact hold public hearings or by any means have public input into the decision making on this?

Hon. Mr. Carton: This is the same question Mr. Givens asked, Mr. Cassidy, and as I pointed out, the same procedure will apply as applied with the JTTPC recommendations on the Spadina alignment subsequent to the submission to Metro executive. In Mr. Campbell's case it goes to the Metro executive, and in my case—obviously I am a single individual—it is still subject to cabinet approval as far as my participation is concerned, or any recommendations I make. But the Spadina alignment has had now some three months of public hearings—

Mr. Cassidy: The Spadina. Sorry, we are talking about Scarborough.

Hon. Mr. Carton: No, the Spadina realignment; and this was a recommendation of the JTTPC which triggered—

Mr. Cassidy: Oh, I see what you mean, yes.

Hon. Mr. Carton: —the public hearings on the Spadina realignment. So I think it is fair to say, you know, when you have public participation I think that you must have something in which the public can participate. You must have certain base recommendations and they can add their own, which they have done in the case of the Spadina; there are some eight or nine recommendations on the realignment.

And in addition there are groups, and there are boroughs as a matter of fact, making additional recommendations at the public hearings. The public hearings are still carrying on.

Mr. Cassidy: So your point is that as far as the Scarborough corridor—

Hon. Mr. Carton: My point is that the same things would apply.

Mr. Cassidy: —the same process would ensue, is that right?

Mr. Chairman: Item 4 carried?

Carried.

Mr. Chairman: We'll adjourn at this point. It is my understanding that we are to re-assemble after the question period; whatever time it is through, then we are to carry on here.

Thank you, gentlemen.

The committee adjourned at 10:32 o'clock, p.m.

CONTENTS

Thursday, June 15, 1972

Construction programme, continued	S-1309
Adjournment	S-1338

S-44



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications

Chairman: Mrs. M. Scrivener

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Friday, June 16, 1972

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

FRIDAY, JUNE 16, 1972

The committee met at 11.40 o'clock, a.m., in committee room No. 1; Mr. J. P. MacBeth in the chair.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS (continued)

On vote 1903:

Mr. Chairman: Gentlemen, with a little ingenuity here, and substitutions, we now have a quorum:

Mr. Deacon is substituting for Mr. Haggerty; Mr. Young for Mr. Martel; Mr. Germa for Mr. Stokes; and Mr. Ruston for Mr. Worton.

So we have four subs and three regulars. We are ready to go.

Mr. Cassidy, did I understand last evening that you wanted to speak on item 5 of vote 1903?

Mr. M. Cassidy (Ottawa Centre): Yes, what page is that on?

Mr. Chairman: That is on page 246.

Mr. Cassidy: Thank you very much.

You know, Mr. Chairman, you kept on cutting me short. Thinking back to the discussions we had the other day, I realized that if I simply contented myself with talking about the highways problems in the riding of Ottawa Centre, on earlier votes for example, why I could have gone on ad nauseum; except for the fact that there are no provincial highways in my riding, with one exception.

It is sometimes useful to go over ground that you may consider has been covered before because—well, you get different answers, different times; or one casts more light on the subject by going at it in different ways.

I am sure the minister's own people, who do interminable computer runs for example in order to do just that, would realize that there is some virtue occasionally in what may appear to be repetition; although I assure you it is not intended as such.

However, I would like to talk a bit more about the Joint Technical Transportation Planning Committee. I would like to ask first of the minister, what legislation is the JTTPC set up under?

Hon. G. R. Carton (Minister of Transportation and Communications): It is not set up under any legislation. It is an advisory body. It doesn't require legislation to be set up.

Mr. Cassidy: I see. It is an advisory body, is that right?

Hon. Mr. Carton: Right!

Mr. Cassidy: Well then, if it is an advisory body, what legislation is the joint policy committee set up under?

Hon. Mr. Carton: The joint policy committee is not set up under any legislation either. It is a meeting of two levels of government.

Mr. Cassidy: Would you call that an advisory or a decision-making body?

Hon. Mr. Carton: Well, it is a policy body that makes recommendations to the two levels of government.

Mr. Cassidy: It makes recommendations? In other words it is more than advisory, is that correct?

Hon. Mr. Carton: You are dealing in semantics, I think. If you make recommendations you are advising, I would suggest.

Mr. Cassidy: But it obviously carries more weight, by the time matters get to the joint policy committee and there are recommendations by that body, is that not correct?

What is your personal position, Mr. Minister, if a recommendation of the joint policy committee is overturned, let's say by the government of which you are a member?

Hon. Mr. Carton: This doesn't bother me at all, quite candidly, because I feel I am entitled to make my personal contribution to the policy committee.

It would be the same, I suggest for ex-

ample, if I were negotiating with the federal government on a matter. I would go down to Ottawa and I would perhaps make certain recommendations, or negotiations or settlements down there. But it is always understood it is to be ratified by cabinet.

And you cannot get cabinet recommendations before you go down, or before you have a policy meeting, because you do not know what is going to be brought up at the policy meeting.

Mr. Cassidy: You see what's disturbing me is this though. By the time you put your stamp of approval on it and Ab Campbell and Ralph Day, or whoever succeeds Ralph Day, put their stamp of approval on something, it's gone a fair way. And as I understood you to say yesterday, there were no opportunities for public input prior to that imprimatur that is put on these proposals—I have two or three of them in front of me here—made by the JTTPC. Has the joint policy committee ever amended, or changed, or referred back the reports of the JTTPC?

Hon. Mr. Carton: Oh yes. For example, on the Spadina realignment recommendations; the recommendation that Mr. Campbell is making is not the one that was recommended by the technical people on the JTTPC.

Mr. Cassidy: I'm saying, though, did the joint policy committee, in considering that Spadina alignment report, turn the JTTPC's report back?

Hon. Mr. Carton: Back?

Mr. Cassidy: Yes. Or did it simply accept it and endorse it?

Hon. Mr. Carton: No, that's my point. Their recommendation in the report was not the one that was followed by the three policy people.

Mr. Cassidy: By the three policy people?

Hon. Mr. Carton: Right!

Mr. Cassidy: Can you be more explicit?

Hon. Mr. Carton: I am being explicit; I'm using that as a very prime example.

On the Spadina realignment, the recommendation of the technical people on JTTPC is not the one, for example, that the Metro chairman endorses now.

Mr. Cassidy: I'm saying though, that when the joint policy committee presumably had

reviewed the Spadina alignment study, which as I recall gave fifth ranking to the Bathurst route, which is now gaining favour from Metro, and gave first priority to the original Spadina route, which is getting a lower priority—I believe this is correct.

Hon. Mr. Carton: No, the technical people didn't give first priority to the original Spadina realignment, no. It's Mr. Campbell who favours that one himself.

Mr. Cassidy: Oh I see, yes. You have to excuse me, coming from outside of Toronto—

Hon. Mr. Carton: No, I think you're just getting on to policy matters. It really doesn't matter—you're just trying to determine the mode. The specifics are not that important in what we're discussing.

Mr. Cassidy: You see, those documents have got a great deal of official weight; and perhaps I can give an example with the Metro Centre review. The minister said: "Well you know, there are opportunities for public input afterwards." But I'm not so sure that's really correct.

The Metro Centre report was published in April 1971, and it was received by the Metro transportation committee, where theoretically the public could have discussed it. But as it happens the Metro transportation committee is not a committee which gets a great deal of attention from citizens' groups or other people who take an interest in these things. And very few—

Hon. Mr. Carton: Mr. Cassidy, with all due respect, the people who are interested in, for example, the Spadina, the Metro Centre and the Gardiner Expressway extension, with all due respect the people who are interested in that know what's going on even before it leaves our JTTPC. They're well aware—I don't know how—but they're well aware of everything that's going on. If you're suggesting they don't know that it's going to appear here or appear there—they're really knowledgeable on what's happening.

Mr. Cassidy: Are you aware of any effort to encourage public discussion at the time in April when this report was published? That is in some formal kind of way as opposed to people dropping letters to the minister, and stuff like that?

Hon. Mr. Carton: Well in the case of the Metro Centre and in the case of the Spadina realignment, which are the two that have come up to date, they are Metro matters. They receive full press at the time that these

reports are transmitted—as witness the recent one that they're talking about—they receive full press at the time they go to the Metro executive; and then they go to the Metro transportation committee and then Metro council, and so on. So there is all kinds of press attendant on these reports.

Mr. Cassidy: There's all kinds of press attending, but you see, Mr. Minister—

Hon. Mr. Carton: Attendant; in other words—

Mr. Cassidy: Attendant?

Hon. Mr. Carton: —the people know what's going on.

Mr. Cassidy: You see, Mr. Minister, I think one could suggest, for example, that we're really lagging to a significant extent behind, let's say, the practice of the US Transportation Department and the legislation there, which in the case of US federal highways, I believe, requires hearings of necessity. Again, I'm not aware of the technical terms.

Hon. Mr. Carton: We have hearings also. Don't confuse our highway programme with what may be happening in Metro Toronto, à la the subway. This is under Metro Toronto's jurisdiction.

Mr. Cassidy: But it is also provincial, certainly—we vote that.

Hon. Mr. Carton: Well we subsidize it; but it's Metro Toronto.

Mr. Cassidy: You subsidize, and in this case it is obvious the provincial planner is playing a very major role in such things as the transportation planning for Metro Centre. If I can recall a quotation from the study on the Gardiner extension, why there it is very clearly spelled out that the proposed extension, the proposed transportation corridor, is part of a provincial, regional and local transportation network, in which you are intimately involved.

Hon. Mr. Carton: Yes, because the north part is the 401; the west part is 427; and the south and east part, the Gardiner Expressway.

Mr. Cassidy: Well obviously the Metro Centre, for example, in which GO-Transit is involved, in which highways and super-highways and expressways are involved, and so on; that too has got a pretty enormous

influence on the provincial transportation pattern inasmuch as it runs along the lake-shore.

Hon. Mr. Carton: Do you not think it is a good idea for the provincial and the Metro people to have a joint committee on matters that are of common interest?

Mr. Cassidy: I am not worried about their having a joint committee. What I am worried about though, Mr. Minister, is that these reports come down in these nice orange-coloured binders, summarizing a great deal of research, and so on that has gone on at the technical level, or at the official level. But by the time they hit print they have, in fact, the imprimatur and the authority of the joint policy committee at the political level; before there is any opportunity for public involvement.

If I can come back to this Metro Centre thing. It was received by the planning board, by the buildings and development committee; it hasn't gone to Metro or city council. It sat on the table during the whole Metro Centre hearings in front of the Ontario Municipal Board.

In other words, as time goes on it is sort of considered to be official, and yet at no time has there been any direct opportunity or encouragement, no sort of structuring within the system for this thing to be considered in public.

It is the same case for example, Mr. Chairman, with the Gardiner extension. Again, the imprimatur goes on. Granted, it has been a concept that has been in Metro planning for a very long time; but at the same time the minister is certainly aware of the change in public attitudes over the last five years. There is the almost inevitable fact, at this stage of community development, that communities mobilize and really focus on problems like the Gardiner extension relatively late in the game. The way the minister is playing the game, and the JTTPC is playing the game, communities mobilize even later in the game, because there is no official encouragement for any kind of co-operation.

Hon. Mr. Carton: Well, I think I could ask Mr. Bidell to speak to this matter, because I fully believe there is public participation and I would like him to give you the outline of the procedures.

Mr. Cassidy: Well, maybe Mr. Bidell could have a word, sure.

Mr. Chairman: Mr. Bidell.

Hon. Mr. Carton: Mr. Bidell is the co-chairman of the JTTPC.

Mr. Cassidy: Yes, I know.

Mr. W. Bidell (Executive Director, Planning Division): Mr. Chairman, Mr. Cassidy; as far as the public participation aspect regarding Metro Centre is concerned, you must appreciate that this report you are referring to is with respect to only some of the transportation elements of the centre. There is a great deal more involved with the whole concept of Metro Centre.

The question of public involvement was a matter that arose out of the hearings held by the city of Toronto Planning Board with respect to the entire concept as it affected part two of the official plan for the central waterfront. Therefore that the public involvement aspects, with respect to the entire concept of Metro Centre, was followed through by the city of Toronto Planning Board. This report is simply addressing itself to the problems of the location of the subway. This was the primary purpose of that particular report. It is not the entire transportation evaluation of Metro Centre; it is a review of some of the aspects of the transportation elements.

Mr. D. M. Deacon (York Centre): How could you have a report on Metro Centre which wouldn't take in the total transportation picture and have it mean anything? Surely what happens down there is basic to the core of the transportation network for the whole province.

Mr. Bidell: Mr. Deacon, the other transportation elements with respect to the roads in the entire downtown area of the city of Toronto were a subject that was followed through in great detail by the Metropolitan Toronto staff prior to this report.

Mr. Deacon: I recognize that, but isn't it vital that joint planning would not just be for the subway, but would really have envisaged the total interface that we are designing here, not just considering the subway? Because we have bus, we have potential airport connection, and we have all types of things. That's the major core for the whole thing.

Mr. Bidell: This is quite true. The recommendations that were provided in the report Mr. Cassidy is referring to were synchronized with the other studies that the Metropolitan Toronto staff carried out on the other transportation elements of Metro Centre.

The other co-chairman of the committee,

Mr. Wronski, was fully aware, and his staff were fully aware, of the other transportation ramifications.

Mr. Deacon: As Mr. Cassidy pointed out, the extent of citizen input in the development of that whole proposal was practically negligible, until suddenly it is announced.

Mr. Bidell: Sir, I think you must appreciate the fact that this is simply a technical document. It goes forth through the channels as described by the minister and as evidenced by the report that we provided for the various alignments for the Spadina subway. There have been many hearings held, as you know, at which the public is invited to voice its opinions, and so on, with respect to that alignment. So, just because this report is produced, which is a compilation of the research and the opinions of this committee, doesn't necessarily mean that is the final say.

Mr. Deacon: In other words, you are just saying here is something for people to shoot at—

Mr. Bidell: Right.

Mr. Deacon: —and then you start to reconsider in the light of the experts or any sound advice that's introduced.

Mr. Bidell: That is exactly the truth.

Mr. Deacon: This is a very important consideration. Is that really what you are submitting this as?

Mr. Bidell: Yes.

Mr. Deacon: I thought it was pretty well something you had approval in principle to begin with.

Mr. Bidell: No. In each case, the reports that we have prepared have been undertaken as a result of an official request, usually, I think in every case, by the metropolitan transportation committee to produce a report indicating the technical opinions of the people represented by our ministry, Metropolitan Toronto and the Toronto Transportation Commission. All these reports have been in in answer to a direct request.

Mr. Cassidy: Mr. Minister, maybe I could ask then, to follow up what Mr. Bidell has said. If in fact it is simply a summary of technical opinion on a question like the Yonge-University subway loop or whatever, why is it that you and Mr. Campbell and Mr. Day lend it that intimidating, kind of stamp of approval? Would you not agree

that, for example in the Scarborough expressway thing, it really tends to discourage public discussion when in the first place, two political people and one official person most involved, or who are deeply involved in this, give it their approval; and in the second place when there is no automatic and formal structure for public consultation; and in the third place when there is no apparent effort during the planning process to involve community groups?

If I can give a specific instance—I am jumping around from these various projects, but they all seem to come to the same philosophical or policy point—in the case of the Gardiner extension and the Scarborough transportation corridor, if the minister's staff and the other people involved were not aware of the very active community involvement in ward nine, which is the area where residential residences will be affected, then obviously they were not doing the job. One assumes that they were aware.

Now why wasn't there an attempt to involve and to work with that citizens' group in order to gain their co-operation on the least bad, let's say, of the various proposals that might come forward, if in fact the necessity was overwhelming and could not be gainsaid?

Hon. Mr. Carton: Well I think you have to have something to give to people before you can get them involved.

Mr. Deacon: Like the tax reform bill; that sort of stirs them up!

Hon. Mr. Carton: And certainly—

Mr. Cassidy: But this is a tactic of confrontation politics that is undertaken by the government, Mr. Minister.

Hon. Mr. Carton: I beg your pardon?

Mr. Cassidy: Confrontation politics! They are presented with a fait accompli: "There will be a Gardiner extension, it will go along this route, it will take out 1,000 or so homes—the number is not laid out on the report—and if you want to fight it, go ahead, baby, but we have already approved it and you are going to have to go against an overwhelming preponderance of official political opinion."

Hon. Mr. Carton: Well, first of all, it is not overwhelming. With all due respect, one minister is not overwhelming. Secondly, the groups of whom you speak have taken on much more formidable tasks than this, and

in the case of the Spadina they succeeded; so I don't think they would look on anything as being a fait accompli today—which is the way it should be, that nothing is a fait accompli.

Mr. Cassidy: But why do you always do it in a confrontational kind of way? Why don't you structure it in such a way that they can get involved at an earlier stage and in fact participate and influence the decisions rather than having to come in at the last minute? Why do you leave them as having to—as ForWard 9, for example, has just decided, I believe—to work on a very involved and difficult legal position that involves, I believe, an appeal to the Supreme Court over whether or not the OMB was justified in intervening and suspending activity in the case of the land acquisition for the Scarborough expressway.

The minister must surely agree that you really pose some pretty difficult obstacles there for a community group. In certain cases, such as Spadina, they manage to make their point; in other cases, the Metro Centre hearings at the OMB, they did manage to get hearings and at least to have a day in court, as it is called at the OMB—but always at the last minute, always over incredible odds. The minister must surely be aware that there are other parts of the province where community groups are perhaps not quite as well developed and don't have the same kind of mutual support that they have in this particular city.

Hon. Mr. Carton: Mr. Chairman, I find it difficult to come down on both sides of the fence all the time. I know that Mr. Cassidy was not here at the opening of these estimates, but both opposition parties were after me during the opening of these estimates to say to Metro, "Go ahead with that subway and forget the public. We now have to come up with a decision and go ahead on it. Why are you being so reticent about asserting your authority?" That doesn't go along with what you are suggesting.

Mr. E. W. Martel (Sudbury East): Who said that from this party?

Mr. Cassidy: Mr. Minister, the point is—

Hon. Mr. Carton: I am just asking, because you can't please everybody all the time. I think there has to be a point—in this case, for example, if the policy group, namely the three, is going to have any role in this Joint Technical Transportation Planning

Committee, then we could just have the studies go right down to Metro executive, why come to us at all, why have a policy committee? I suggest that the policy committee performs a function because it is the group that defines the terms of reference for these studies; and each of the studies has very well defined, well delineated terms of reference. I suggest that the policy committee performs an excellent function, and I honestly believe that the public does have the opportunity to participate.

Mr. Cassidy: Let me give an example, Mr. Minister, and this is in the case of the Spadina alignment. You are saying: "Well now, the Opposition, the Liberals"—and I am not sure what our critics said—"are saying, get off the pot and do something."

Hon. Mr. Carton: Yes.

Mr. Cassidy: And I agree there is need for urgent action on that.

Hon. Mr. Carton: Well what would your suggestion be?

Mr. Cassidy: My suggestion would be that you revise the way in which you do it so you don't get into the mess you are in right now where you have the pressure and—

Hon. Mr. Carton: No, I'm talking about the Spadina now. Let's get back. You just said that you knew it was urgent and therefore something had to be done. What is your solution?

Mr. Cassidy: The squeeze though, Mr. Minister, has been put on by the planning process that you endorse and—

Hon. Mr. Carton: Why has it been a squeeze? The people have had months to consider these realignments. Why is there a squeeze? There is no squeeze.

Mr. Cassidy: The squeeze is there because the report of the joint policy committee came out and then after the report the citizens began to get involved.

Hon. Mr. Carton: How can you have participation without a report? You have to give the public the facilities for knowing exactly what the alternatives might be. The public has certain concepts in its mind, but it doesn't have the expertise. So nine different alternatives were presented that the public could consider, and in addition to the nine

different alternatives there have been several alternatives put forth by citizen groups. It is those alternatives that are laid out in the report that probably give the public an idea for another alternative. I think it is excellent to have a report on which to go.

Mr. Cassidy: Mr. Minister, for example, the original five alternatives, I believe, carried the assumption that ridership would be equal in all cases. Therefore they put no weighting on ridership. Is that correct, Mr. Bidell?

Mr. Bidell: Yes.

Mr. Cassidy: Now in fact it is pretty clearly established that ridership is not equal in all cases, because the Bathurst St. alignment has got significantly greater ridership, and if that had been treated as a criterion then one might have come up with some different answers in the original report.

This is the kind of thing; the citizens are not expert in terms of geometrics of highways or the way in which you apply steel to concrete in order to build a subway; but there are a lot of things now in which they are applying value judgements, or suggesting value judgements, and if they are involved at an earlier stage this whole process can be made more meaningful, and also compressed.

Hon. Mr. Carton: I think we could go on this philosophical outlook for hours, but—

Mr. R. Haggerty (Welland South): What is the member's position on it? Does he agree with the Spadina Expressway?

Mr. Martel: You just came in, you didn't hear what was said.

Mr. Haggerty: I want to know what he thinks about it.

Mr. R. F. Ruston (Essex-Kent): He didn't say a while ago—

Interjections by hon. members.

Mr. Cassidy: Yes I approve of the Spadina subway; I am not talking about the Spadina Expressway.

Mr. Ruston: Come on, Elie, he hasn't—

Mr. Cassidy: Well let's talk about the Spadina Expressway for a minute, Mr. Minister.

Interjections by hon. members.

Mr. Martel: There are 22 positions in the House; the New Democratic, the Conservative and 20 Liberal.

Mr. Ruston: You want to talk to the hon. member for Yorkview (Mr. Young).

Mr. Chairman: The minister has the floor, gentlemen.

Hon. Mr. Carton: To get back to Mr. Cassidy's philosophical remarks, I agree there is certain merit in some of them. But on the other hand I liken it to this; when you go to your convention, or any of the people in this room go to their political conventions, you have resolutions, and it is on the basis of those resolutions that the members of your party discuss and debate, and so on. You also have resolutions from the floor. But I think that having the resolutions presented beforehand and brought up at the annual meeting gives certain people ideas, they sort of zero in on the problems; and I think the same thing is true of a report.

I think that it puts things in the proper perspective. The people can study it and come up with their own alternatives or support this alternative or support that alternative, or whatever. If you went to a convention without having a format, without having an agenda, without having certain resolutions beforehand, it would be one great convention I'll tell you.

Mr. Cassidy: The minister's party may have a presidium that lays out resolutions that are then considered by his party. However, in the case of our party, the resolutions are in fact prepared by groups of the people who will ultimately also make the decisions on adopting the resolution.

Hon. Mr. Carton: Did you consult everybody, for example, on the resolution about the Waffle; or did you come down hard and say, "This is it"?

Mr. Cassidy: A very extensive process of consultation took place.

Hon. Mr. Carton: Not from what I read in—

Mr. Cassidy: I am proud of the democratic procedures of my party as a matter of fact.

Mr. Chairman: I think that is a little irrelevant. Have you any questions, Mr. Cassidy?

Mr. Cassidy: Is it correct the JTTPC will have another report coming out next week?

Hon. Mr. Carton: Yes, there is a report being presented to the Metro executive at 9.30 on Tuesday, June 20.

Mr. Cassidy: Is it correct that this is dealing with what is to be done along the Spadina alignment south of Lawrence?

Hon. Mr. Carton: With one correction; it is a very narrow term of reference. The term of reference, and I am going from memory, is to find an interim solution for the traffic congestion on Marlee Ave.

Mr. Cassidy: Has the solution got the imprimatur of yourself and the other people on joint policy committee?

Hon. Mr. Carton: Has it the what?

Mr. Cassidy: Has it got the approval of yourself and the other people on the joint policy committee.

Hon. Mr. Carton: Within these terms of reference, yes, it has my approval.

Mr. Cassidy: In other words, you are now going back on the policy of your government, if you will, in endorsing—

Hon. Mr. Carton: You don't know what the recommendations are.

Mr. Cassidy: It seems to have been pretty thoroughly leaked, Mr. Minister.

Hon. Mr. Carton: No, if I can give you some information to show you the source of the leak in the editorial this morning—this gives you an indication of what happens with these rumours. It said that the matter was discussed in cabinet, that Transportation Minister Gordon Carton and the Premier were there, etc. That is a complete falsehood.

Mr. Cassidy: Wait a minute, Mr. Minister! Did you have any discussions with other ministers in the cabinet about the contents of this JTTPC report?

Hon. Mr. Carton: No.

Mr. Cassidy: You have discussed it with no other members of the cabinet?

Hon. Mr. Carton: I discussed it with the Prime Minister.

Mr. Cassidy: You discussed it with the Prime Minister. I see.

Hon. Mr. Carton: Therefore, the report is completely erroneous.

Mr. Cassidy: It seems to me the truth lies somewhere between saying the matter was in cabinet and that the Premier knew nothing about it at all.

Hon. Mr. Carton: No, it says specifically it was discussed in cabinet on Wednesday morning.

Mr. Cassidy: All right.

Hon. Mr. Carton: That is a complete falsehood.

Mr. Cassidy: Mr. Minister, a final question. You are aware that there are some very expert transportation models available here in Toronto which are being used by your planners and the city planners and so on—computer models, simulations, and so on, I believe. You are aware of those?

Hon. Mr. Carton: Yes.

Mr. Cassidy: Would you agree to providing access to those models to people working on behalf of community groups or citizens' groups, in order that they can go through and refine their own proposals rather than constantly be told, "You are negative. It won't work. We have tried it. This kind of thing just isn't on"?

Hon. Mr. Carton: Just give me one second—

Mr. Chairman: On this item, I have Mr. Cassidy, Mr. Deacon and Mr. Braithwaite.

Mr. Cassidy: I will be through in about two minutes, Mr. Chairman.

Mr. Martel: You have got me.

Mr. Chairman: I now have you, Mr. Martel.

Hon. Mr. Carton: Mr. Cassidy, I apologize for the delay. I was just getting some information from Mr. Bidell and I must confess my own ignorance on the use or the availability of the expertise on these matters. I will take it under advisement; I just don't know enough about it. I'm not going to give a snap answer this morning.

Mr. Cassidy: I think you see the point. I recognize that there are certain problems—for example, I believe that Kates Peat Marwick has one of these computer simulations, and it's a private firm—it's a problem of who pays for the computer runs, and so on. I suspect that the cost may only be \$10,000 or \$20,000, not much in terms of your people, but a fair amount for outsiders.

Hon. Mr. Carton: Yes, I see your point.

Mr. Cassidy: But would you promise to give it very favourable consideration?

Hon. Mr. Carton: I won't promise to give it favourable consideration. I'll promise to give it—

Mr. Cassidy: Sympathetic consideration?

Hon. Mr. Carton: I'll promise to give it due consideration.

Mr. Cassidy: Sympathetic? Mr. Chairman, I'd just like to ask the minister—

Mr. Chairman: You said one final question before, Mr. Cassidy, now you're changing your mind, but go ahead.

Mr. Cassidy: No, I said I had two minutes—

Mr. Chairman: No, no; before that you said, "My final question"!

Mr. Cassidy: I won't insist on this question then.

Mr. Chairman: Go ahead.

Mr. Cassidy: The Metropolitan Toronto area transportation committee, Mr. Minister, which has federal, provincial and Metro input, and which is meant to do a complete survey and study of Metro's total transportation needs; why couldn't that do the work of the JTTPC?

Hon. Mr. Carton: Because there are problems that come up—for example, as I mentioned, the Peat Marwick situation and the other situations—that are local. And the JTTPC can react much more quickly than this body that you're talking of. And also that is the same group in any event.

Mr. Cassidy: It's the same people?

Hon. Mr. Carton: The same group.

Mr. Cassidy: Well, if the JTTPC rejected a report from the Metro Toronto area transportation committee—I understand they have a report, for example, on citizen participation—what happens if they simply reject it? Do they get bottled up at that stage without ever seeing the light of day?

Hon. Mr. Carton: What do you mean by the Metropolitan Toronto area transportation committee?

Mr. Cassidy: I'm not clear on the exact name—it is something very similar to that. Dr. Soberman is the head of it.

Mr. Deacon: Well I—

Hon. Mr. Carton: This is our study—it is Dr. Soberman who is part of this group, but I'll let Mr. Bidell speak.

Mr. Bidell: It was fairly well outlined yesterday, Mr. Cassidy, but for your information, the JTTPC has, you might say, two roles. One is to handle situations like the Metro Centre, the Spadina subway, the Summerhill station—which we did—and the report that is coming out next Tuesday that the minister referred to.

The other role is the overall direction of this study that you're talking about. We are the ones who have hired Dr. Soberman to head this team of planners and experts to produce this overall review. So the JTTPC is, you might say, the directing force that guides Dr. Soberman in his study.

We have people seconded from our ministerial staff on a full-time basis; so has Metropolitan Toronto planning board, under Mr. Wronski—they have seconded people on a full-time basis; and so has the TTC.

The whole study is set up in such a manner that appropriate consultants in the various technical fields will be engaged to produce specific parts of the study. It will be directed by our study director, Dr. Soberman; but his general direction comes from the JTTPC. Therefore, there's no such thing as the Metropolitan Toronto area transportation committee. I mean, it's—

Mr. Martel: It's not an independent body.

Mr. Bidell: No, no. There is only one body and that is the JTTPC.

Mr. Cassidy: Okay, thank you very much. I will duly subside, Mr. Minister. I do hope you give serious consideration to a number of the points that I've raised.

Mr. Chairman: Mr. Deacon.

Mr. Deacon: I wonder if I could start off in following up what Mr. Cassidy talked about in connection with citizen's input and participation, Mr. Chairman.

I think the minister is sincerely looking for better methods of handling these things. I suggest he give some thought to the process of select committees and the fact these do not just include government members as members of the select committee, but also opposition members. The committee has available to it the experts who are directed by the committee. As a result, you don't always get unanimous reports, but you have a very broad un-

derstanding on the part of all who participated of what the pros and the cons were. The government can then make its decision on the basis of an intelligent and informed representation of the citizenry behind that.

If that sort of process were used in this advisory body, I think you'd overcome a lot of the problem we're having here, both as to the accessibility of computer runs and things like that to an opponent group. If there were a couple of representatives included and seconded to this body directing Dr. Soberman who had not necessarily the same points of view as the TTC reps or the department's reps or others, you would help alleviate suspicion, because they would be party to the way the discussions are going. I'd like to hear the minister's comments to that approach.

Hon. Mr. Carton: I have great respect for select committees. They have had some very able chairmen from time to time.

Do you mean to tell me that this JTTPC would be suspect because of the composition of it? I would think the contrary. I would think that when you get the provincial government and Metro government together on any occasion, I would see it not as a body that agrees and is ad idem, as the chairman of the Workmen's Compensation Board would say, all the time, but on the contrary it's a case of coming to resolution with different and varying points of view.

Mr. Deacon: Well, yes and no. The Spadina decision indicated the province was prepared to take a different approach than the traditional one of we are building more because we are going to get more, so we build more because we got more, and this sort of thing. They are beginning to realize there might be a different approach. What I am talking about is—

Hon. Mr. Carton: Not the province.

Mr. Deacon: The province in the Spadina decision made a definite decision, contrary to what the Metro wanted, because it thought there was a different approach. My personal experience has been that people you might think to be uninformed have ability and a significant contribution to make. Although they aren't trained experts, they have in fact often brought the best ideas forward.

Hon. Mr. Carton: I agree with you completely.

Mr. Deacon: If you have people who are sincerely concerned and are involving themselves in these things and are part of the

direction of studies, they can do an awful lot to point out new angles that weren't examined before. Also, they have a constituency of the public you might say, who look upon them with less suspicion than they do those of us who are in government, whether it be at a municipal or a provincial level or the federal level.

To have one or two of the well known people who have already shown an ability to comprehend these situations, I would think would be very useful in coming up with solutions. It would also overcome any of the objections that these opposition groups have had in the past.

I think that Mr. Cassidy's point is very well taken, even before you come up with the preliminary report to have them involved in the development of that.

Mr. Cassidy: May I just make one short interjection? The Highway 416 and 417 studies in Ottawa really follow a different line than this work here, because there you have an interplay, and it's not perfect by any means, but the government is experimenting in involvement with citizens and with feedback.

Hon. Mr. Carton: We do that in all our programmes.

Mr. Deacon: Yes. I have seen you are doing more. There's an increase, and I think this all to the good. There was a conference recently—and I was going to ask about it under these urban transportations items in the planning—of people with disabilities—physically handicapped people and the problems that they face. The study was rather complete, I thought, in many ways. It pointed out that maybe the cheapest way to move these people about is in buses that they dial for and we subsidize at a flat rate.

They also point out that one of their problems in life is being accepted as people and being part of the people; that people look at them and say that person has got multiple sclerosis, or they are in a wheelchair or something of that sort. They really like to be out and are almost forced to be out in the public.

Now, is any consideration being given in these studies to eliminating such things as the centre door post on GO trains, or in changing designs of other vehicles that would make it possible for more of these people to use the public transportation systems and therefore be with the public?

Hon. Mr. Carton: Don, I know there was a gathering very recently on this particular matter. I read some press reports on it. I have the full material in my ministry, and I will get around to reading it in detail. I don't think any specifics have come out of—

Mr. Deacon: There are specifics in here.

Hon. Mr. Carton: But I mean as far as our ministry is concerned; any recommendations made to me. But we had someone in attendance from the ministry on that occasion, Don, and Mr. Bidell can enlighten us. I think we are all sympathetic to this and should do something about it.

Mr. Deacon: It is important for us in our society to take this into consideration.

Mr. Bidell: Well, Mr. Chairman, Mr. Deacon, this was discussed at the recent conference the minister referred to. I was present on the panel with you that afternoon, and, frankly, it did a lot as far as I am concerned, personally, to indicate the problem that exists in many of the centres of Ontario. Following that conference, the very next week, I gave instructions to our people that in future on all transit studies that are to be done in the province, there is to be included in the terms of reference an evaluation of the problem; and to make any recommendations if they would be applicable.

Mr. Deacon: I appreciate hearing that.

The next item in this urban transportation study situation really comes up as a result of this commuter rail project and Dr. Soberman's study. It seems to me that the province must work out an arrangement with the federal government that gives it control, or some element of control, in the co-ordination of all types of transportation that are intra-provincial, and certainly within the urban areas;

Hon. Mr. Carton: Inter-provincial?

Mr. Deacon: Intra-provincial; not inter, intra-provincial.

The railways really, dramatically affect the ability, or interfere with the ability, of the province to co-ordinate all types of transportation. We are not getting anywhere.

I was particularly interested in a recent article in the Financial Post about the need for more competition in our rail service. They were pointing out, for example, in a

study, the number of problems, derailment and things like that, that are occurring because of poor maintenance by the railways of right of way.

I would feel that much of the answer to this would be the province pressing the federal government to take over all rights of way, all stations, all the assets; so that any organization, any company, which has qualified people to operate equipment that meets safety specifications, is entitled to use that right-of-way.

We have very valuable rights of way. As the minister knows, the cost of acquiring them today would be prohibitive. The railways have indicated the value of these rights of way by the value they put on them for assessment purposes around the province, because they pay taxes on these. These are extremely valuable. They are rights of way that were granted to them for the purposes of moving people and goods, yet we are leaving with them the responsibility for what traffic goes over them. We say that it is up to them; it is their prerogative. Dr. Soberman, in a letter to me last August, made the comment, "It is my view that attempts to develop new commuter rail services can really only be achieved with the co-operation of the railways."

The reason he has got to have the co-operation of the CN and the CP is that they own those rights of way. We are putting the shoe on the wrong foot. The railways—I am saying railways as opposed to those who have the rights of way—should be in a position where they and others are really competing to provide service. They aren't because they have this monopoly position and control over rights of way.

You are going hat in hand to them and have been for years; and the federal government has been too.

I urge you to consider solving the problem. The only way I can see that it can be solved is the federal government taking over these rights of way. After all they have got tremendous bonds and assets.

The federal government owns the CNR bonds that it carries and it certainly has major access to that company. I am sure the CPR could be dealt with, because their railway hasn't been the most profitable part of their operations. Then we could really get competition going on it and put the government in a position to integrate and co-ordinate transportation services.

The Metro Centre is a typical example of the problem we face where the railways can sit as a dog in the manger and say "We will only do this if this occurs." I don't think they should be in that position. It is too important.

I would ask the minister—I think I have spoken to you about this before—I was wondering if you had any comment on that?

Hon. Mr. Carton: As you pointed out, this would require a change in policy on the part of the federal government; a very firm policy on their part.

I must say that the present Minister of Transport is most co-operative on matters. I have had several meetings with him on different issues.

Mr. Deacon: He is particularly co-operative with the Minister of Treasury, Economics and Intergovernmental Affairs anyway.

Hon. Mr. Carton: The last time I met with Mr. Jamieson I asked if he would arrange a meeting to include himself and the two presidents of the two major railroads, the CN and CPR, which he said he would. I will be seeing him again on June 27 and I will ask him what progress has been made. Possibly we will have a meeting this summer. You are absolutely right; this is the problem and it is a case of the federal government having a change in policy.

Mr. Deacon: At the time this commuter rail project was set up I had a chat with Mr. Jamieson about the problem of the railways saying they can't fit this in and they can't fit that in, and the fact that we are asked so often to pay bills which I think have nothing to do with our share of the cost of the service—

Hon. Mr. Carton: I agree.

Mr. Deacon: —the new signals and everything else for the GO trains. We can come to that when we get to the GO train vote. I am basically concerned that we will never solve this problem as long as you have got to go hat in hand—Mr. Jamieson is in the same position in effect—to the railways. We must say we will assume those rights of way; we are going to set the traffic priorities. But here is the director of the Toronto commuter railway project saying we have got to be nice to them.

I don't think he should have to worry about what the railways are saying. I think his concern should be what is the best in-

terest of the public and serving their transportation needs in this area. That should be his only consideration. If he finds that something has to be done in changing the arrangements of the railways, he should be recommending that. You can then decide whether, politically, you are prepared to make that move, or the federal government.

I would suggest, Mr. Minister, that you are in a better position than anyone else in this province to make the case for a change in the ground rules to the federal minister. I think that he would more likely act on pressure from and a request from you than from any other body, because this is the place where the problem is greatest in the whole country.

There is another thing that bothered me in this programme. The group that has been helping me pointed out at the beginning that any study and any group directing a study such as this, should include not just the senior people from the Department of Transport in Ottawa and the Department of Transportation and Communications here and the railways, but also the labour unions.

Hon. Mr. Carton: Different levels!

Mr. Deacon: Almost every time we hear about some problem in costing of operations of these services that involve rail, they say the unions won't let them do that or the unions have—

Hon. Mr. Carton: It's a red herring.

Mr. Deacon: —so many regulation that it wouldn't work. The unions themselves are really anxious to have more opportunities for jobs for their members and they will work with people at a senior level. Perhaps I should comment on what the director of the project says here.

He says: The subject of labour participation is one which we have identified already as critical to the success of the study. The railways feel—and to a point I am in agreement with them—that negotiations with railway labour on the subject of new contracts for commuter rail services are strictly within the prerogatives of railway management and should not be entered into by an outside agency such as the Canadian Transport Commission.

The fact, I personally would never consider attempting to negotiate with labour, other than perhaps to show them factual data and information that might point out the extent to which railway work rules as they now exist constitute a substantial

barrier to the feasibility of developing new railway passenger services.

Such presentations to labour cannot really be made until we have had an opportunity to develop the relevant figures; and this, of course, will require the co-operation of railway management.

But to me, this is where they are going off on the wrong track. Unless you bring people in right at the early stage, as Mr. Cassidy has been talking about, you develop hangups. You develop opposition, because they suspect the thing when they haven't had a part in development of the whole programme. I think there is a major opportunity missed unless we recognize that.

The last point I wanted to bring to account is this. In these urban transportation studies is consideration or study being given to a different approach to the subsidy that might be provided by the department to make it possible for a municipality to consider a different approach to public transportation? One of the big problems right now in a study such as is being done by the town of Markham, is that they say we now don't have a loss on public transportation, because we don't have it. The only way we are going to get any provincial help is if we run one that is at a loss. There is no incentive to them really to introduce a service when they are not now facing a loss. Shouldn't we be looking at something which reflects the number of passenger miles they achieve?

Hon. Mr. Carton: I do agree that we have to get a new concept on that. I believe that Mr. Cassidy went into this in quite a bit of detail some hours ago.

Mr. Deacon: Yes, I remember hearing that at the time of the municipal grants.

Hon. Mr. Carton: I would agree that there is need for a different approach, one that would encourage better transportation, better urban transportation on a very efficient basis.

Mr. Deacon: For example, Markham has just got to a certain stage in its study and has to decide whether it should go any further or not. It has a certain amount of information and it has to decide how far to go with it. It's at the critical point, and the question of what type of assistance—and the amount of the assistance is important. What is the rationale behind our continuing to charge fuel tax on public vehicles?

Hon. Mr. Carton: I don't feel competent to answer that. Perhaps the Treasurer would.

Mr. Deacon: Perhaps someone else has an answer.

Hon. Mr. Carton: I think our Mr. Wilmot would be the one. My assistant deputy, however, says he feels it is the Treasurer's problem to deal with that.

Mr. Deacon: Last year when we discussed it, your predecessor felt quite competent to deal with the subject. He said there's no way that we are going to withdraw that tax. Maybe the fact that he had been Treasurer before had something to do with his very definite views. I hope this minister will take a look at the picture and start to do something to change it.

Hon. Mr. Carton: We are abolishing the seat tax.

Mr. Deacon: I am pleased to see that. At least we got one part of it.

Hon. Mr. Carton: Well this is one step.

Mr. Germa: How about the vehicle registration?

Mr. Deacon: It is \$2.

Hon. Mr. Carton: We will be getting into all this later, gentlemen. I didn't mean to open up another topic. It is in the next vote.

Mr. Deacon: The vehicle registration fee is only \$2.

Mr. Martel: It is 10 bucks for a snowmobile now.

Mr. Chairman: Thanks, Mr. Deacon. Mr. Braithwaite.

Mr. L. A. Braithwaite (Etobicoke): Mr. Chairman, I wanted just to very briefly ask the minister about construction services and the general policy of his department.

This is with reference to a particular case that I wrote him about on June 9. It is with reference to the Sheffield property in Collingwood; I believe it is a Mrs. I. M. Sheffield and she runs a little inn called the "Cedar Inn." Now, Mr. Chairman, I am certain the minister recalls it. I wrote him, because I received a letter from someone in the chairman's constituency as a matter of fact—a Rev. Phillip Karpetz.

Hon. Mr. Carton: I remember reading the letter, he wrote the other day.

Mr. Braithwaite: If what he says is true—and he said he went up and investigated this

himself—I am quite concerned. I had hoped that the minister would have asked somebody to look into it.

Hon. Mr. Carton: Oh, it has been gone into. We have a substantial file on it and we can deal with it right now.

Mr. Braithwaite: I wouldn't mind, because from what he tells me—forgetting about how much money is going to be received and the financial end of it, I am more concerned about what sort of treatment the Sheffields might have received. Why I am concerned, Mr. Chairman, is that it would seem to me that, first of all, there seems to be some cloud placed on the action of the members of the legal profession in that particular town, as it would appear that nobody is prepared to fight with the department because everybody wants to cozy up to the department for later work. This, I think, is wrong.

The other thing that concerns me—well, there are nine points made in the letter and I am sure the minister has received a copy of that and it would seem to me that the type of treatment these people have suffered, without going into detail, shouldn't happen in this country.

Hon. Mr. Carton: Let Mr. Gilbert give us the facts on the case, because there has been interminable correspondence. I believe they wrote to the Attorney General, the Prime Minister, and you know—

Mr. Braithwaite: That's right!

Hon. Mr. Carton: —this is not the first instance that we have heard about it. Perhaps we can have Mr. Gilbert give us a presentation of the ministry's facts on it.

But I must say, in all fairness to the legal fraternity, of which you are a very honoured member, you know there are lawyers in Barrie, there are lawyers in Stayner, there are lawyers in Collingwood, there are lawyers all over the place and certainly it is not true that they wouldn't be able to get legal representation.

Mr. Braithwaite: I am only going on the letter. It isn't a constituent of mine, but I think it is a matter that's important enough that it should be raised in this House.

Hon. Mr. Carton: Well, Mr. Gilbert will tell you—

Mr. Braithwaite: Before he does, Mr. Chairman, I wonder if the minister could tell me what steps are being taken. It is

three years apparently, and these people haven't received a cent of money. The property is left in such a condition that trucks or cars that run off the highway run right into their home. They operate the Cedar Inn—they are not able to operate it because the well has been polluted by the highway department itself.

Before we even get into the facts, can the minister give me some sort of promise on his own that anything caused by his department will be rectified?

I really am not too interested in why there is a fight and how much money is involved. I am more concerned that if these people have been wronged—I know the minister, Mr. Chairman, is a very honourable man—if this is so, all I am saying is I would like his undertaking that at least somebody on a higher level than the individuals who are operating out of Collingwood would look into this—and I want to go above the individuals who are involved—to ask the minister if he can do anything about the drinking water from the well. These people are apparently losing their restaurant because the well is polluted and the department has polluted the well—this is what I understand—and they can't operate. Apparently these people do not have finances. Certainly legal aid might be available, I don't know. But in any event, this appears to be the reason why they haven't gone to Barrie, or anywhere else, to get a lawyer.

Hon. Mr. Carton: Mr. Braithwaite, I appreciate this. I'm at a little disadvantage, because I haven't heard any of the facts on this case. So I'm as anxious to hear them as you are. I will give you my undertaking that if there has been a wrongdoing, that it will be rectified, but I haven't the facts.

Mr. Braithwaite: No. What I am asking personally of the minister, Mr. Chairman, is this Cedar Inn is operated by these people; and it's a seasonal business.

Hon. Mr. Carton: Right!

Mr. Braithwaite: Apparently if they are not able to have water, they lose the summer's business. This can seriously hurt them, and I don't think they'll get any reparation for it. This is why I wanted the minister; I wrote you—I haven't heard from you.

Hon. Mr. Carton: Well, you wrote June 9—

Mr. Braithwaite: I know; but you have a large staff. The minister has a very large staff, and if an urgent matter comes up—I

told you I didn't want to bring it up in the House; that's why I wrote to you personally.

Hon. Mr. Carton: They're all urgent, Len. I mean every matter that comes before me—there are 150 letters a day.

Mr. Braithwaite: Some are more urgent than others. And this is why I wrote to you personally rather than bring it in the House. I had hoped that something would have been done by now. But in any event, let us hear the department's side of this for the record, so that—

Hon. Mr. Carton: Well, you can appreciate that probably you wrote June 9—

Mr. Braithwaite: That's right.

Hon. Mr. Carton: It probably came to me June 10 or 11, and I've been on my estimates all week—

Mr. Braithwaite: That's right. It's June 16. That's right; but you knew it would be coming up in the estimates. I should have thought that if you hadn't replied, you would know that somebody would bring it up in the estimates.

Hon. Mr. Carton: Well, that's why it's here this morning. I'm as anxious to hear about it as you are.

Mr. Braithwaite: Yes, but if I hadn't said anything, we still wouldn't have heard anything about it. It's 10 to 1 now, Mr. Minister—

Hon. Mr. Carton: Let's hear now. Be quiet.

Mr. Braithwaite: I hate to have to pin you down, Mr. Minister, but by gosh—

Mr. H. Gilbert (Executive Director, Services and Supply): Mr. Chairman, in answer to Mr. Braithwaite. I think that, in fact I can say it, every senior person within the department, including the deputy minister, is well aware of the problems that we have had in our negotiations, well not so much the negotiations but in our endeavours to complete the agreement that we had with the Sheffield, which of course involves supplying them water.

In October, 1969, well in advance of any construction work in the area, we met with the Sheffield. I must say that I agree—well maybe you don't know—but I personally have been up and have talked to the Sheffield. I know them; they're a very fine fam-

ily in Collingwood. It is a very unfortunate situation.

In October, 1969, well in advance of any construction, we took an agreement with the Sheffields for .32 acres of land. But one of the terms of the agreement was to supply or replace a well that was located on this property. We started, again well in advance of construction, to replace this well. We dug a well; the water was not satisfactory. And over the course of the next year we dug, actually, four wells. Although we were able to get water, none of them were satisfactory as far as the content or the quality of the water was concerned.

Clearing and grubbing in the area started in late 1970, and then in the spring of 1971 grading in front of the Sheffields took place. At that time, certainly not enough construction had gone on, but it could have been the equipment, or what have you, working in the area; but according to our records, on April 26, 1971, we were advised by the Sheffields that their existing well that they had been using during this period—we had been attempting to get a new well for them—had proven unsatisfactory as far as quality was concerned; and we were involved as far as doing something to try and get them other water.

The Sheffields are about three-quarters of a mile outside of Collingwood proper and we approached the town of Collingwood to see if it was possible to run a water line from the town to the Sheffields to give them water. And we found that, although there was considerable cost involved in doing this, we were prepared to see what we could do.

During the discussions with the town—and here I must refer to the legal advice given to the Sheffields, although I'm not a member of that profession, Mr. Braithwaite. I do have to say that I think there's been about four or five solicitors involved in this. Each one of them, I know, acted in the very best interests of the Sheffields in trying to get the matter resolved.

Late, I think it was in September or October, and this was the time when I was involved in going directly to see the Sheffields myself, to see if we couldn't come to some decision on getting this water in from Collingwood, Mrs. Sheffield advised me that she didn't know why everyone was that interested in getting water there, because she didn't want water there. She had decided, she was an elderly lady—granted her son lives with her—but she decided perhaps she

would go out of business altogether. That was, as I say, October, 1971.

Mr. Braithwaite: Could I interrupt? Are you saying that for almost a full year they had no water?

Mr. Gilbert: From May to October they were drawing water.

Mr. Braithwaite: They were drawing water?

Mr. Gilbert: They were drawing water. They had some water I understand, from the four wells we dug which they were able to use for washing and things like this. As she said, for making her tea and drinking water they were drawing water or bringing water in for their personal use.

Mr. Braithwaite: You mean they had to bring it in? You say drawing.

Mr. Gilbert: Yes, they were bringing it in, for actual drinking water. They were able to use the water they had for other purposes.

As I say, in October, 1971, Mrs. Sheffield advised me she was no longer interested in having a water supply, and, would we look at it on the basis of her business closing down. I agreed to get a fee appraiser in right away. At that time she was represented by a gentleman by the name of Henderson Muir, who wasn't a solicitor.

On that I went ahead and we got a fee appraiser to look at it on the basis that the business would be closed. We found that although he came up with a value, it was not acceptable to the Sheffields. When I found that we were unable to get very far as far as settlement was concerned, they asked to take it to the land compensation board.

The whole problem was that this land had never been expropriated. We had, as our policy is, negotiated an agreement with them. We agreed on price for the land, but the agreement was to supply water, which we were unable to supply. Here, as the members who are of the legal profession will realize, we were involved in a different matter, and that was failure to complete the contract. I can't comment on these types of problems.

However, we attempted to get the land compensation board to hear the case anyway, even though we hadn't expropriated the land. They hesitated doing this, and at that time, a Mr. Pomerantz became the solicitor for the Sheffields. We employed a Mr. R. B. Robinson, who I am sure you all know, to

see if an outside solicitor could assist by representing the department in trying to come to some agreement as far as value was concerned.

As late as the day before yesterday, Mr. Robinson appeared to have come to some agreement on a way to get the land expropriated and to go to the land compensation board; and, as well as that, to pay some funds to the Sheffields. They had come to some agreement along these lines. However, and this is as late as yesterday, we have been advised by the town of Collingwood that because of other developments in that area that there is an intention, within the next month or so, to put a water line right by the Sheffields' property. So it appears we are at the point where certainly water will be supplied by the town of Collingwood.

All I can repeat, Mr. Braithwaite, is that I agree that this has been a very unfortunate circumstance. But it has certainly been given the close attention of the ministry all the way through it.

I also want to say that there has been several suggestions that—and here we have had letters; Mr. MacNaughton, before Mr. Carton, had letters—that there was discrimination as far as the Sheffields were concerned. We went to the Ontario Human Rights Commission and Dr. Hill had someone—I forget the gentleman's name—investigate this matter. I have a lengthy report here, and he advised that he could not see any signs of discrimination, but we should be doing something about trying to get the matter resolved. Well, believe me, we are already doing everything possible there.

Mr. Braithwaite: I think you will recall I didn't make any comment on discrimination.

Mr. Gilbert: I know you didn't, sir.

Mr. Braithwaite: I am only interested in the people as citizens of this great province of ours, as far as I am concerned.

Now you went from 1969 to 1970, and then you were into 1972. I haven't any idea of what happened in between. We started off that in 1969 the original discussions were held and then, in the spring of 1970—or is it the spring of 1971?—that the construction started.

Mr. Gilbert: Yes, sir. From 1969 to 1971 we dug and drilled seven independent wells to attempt to get water to the Sheffields, but all this time they were able to use their existing well. It was on April 26, 1971, that

the water from their own well became unsuitable for use as far as drinking is concerned.

Mr. Braithwaite: As I mentioned earlier, Mr. Chairman, this is a matter far removed from my own constituency.

Mr. Gilbert: I realize that.

Mr. Braithwaite: I don't know the people. I know nothing about this except that I am concerned that somebody who lives in Islington, a minister at that, should have to write me a letter.

He encloses a copy of a letter written on Sept. 9, 1971, to the editor of the Collingwood Enterprise-Bulletin, Collingwood, Ont. by a Mrs. M. A. Taylor on the very subject. He also encloses a letter written by one Carolyn Wilson to the Minister of Justice on May 10, 1972.

All I am saying is that it seems strange to me that so many extraneous people have to become involved in a matter such as this. These people, I assume, must be very interested in what is right, or they wouldn't be doing this.

All I am concerned about is do we have another one of these situations where the tiny individual is fighting the big department and they are not able to get any help? That is all I am interested in. Are they being treated fairly?

Now the minister has already given me his undertaking. I am not interested in going into this. I am more interested in knowing if this is the way that the department is operating. As I say, are they striding over the rights of these people, or are they being looked after? I am very interested in making certain that I get a letter back from the minister so I can reply to Rev. Karpetz setting out the position of the department, because I know nothing about it.

So I am making no allegations. I am only saying that I think it is a shame that so many people should have to become involved in something like this. This is something that is not right here. I just wonder; if this isn't so, what is the problem?

Mr. Gilbert: Mr. Chairman, I might just comment. The connection of Miss Wilson, as I recall, is as a daughter or daughter-in-law of Mrs. Sheffield. However, I would repeat that I can assure you from the ministry's point of view and my involvement in it, that we have been very very concerned. We have been doing everything possible. As I

say, there have been four different counsels for the Sheffields. Certainly as far as we are concerned, the deputy minister is well aware of the problem and his concern has been as great as the rest of us.

Mr. Braithwaite: Since you mentioned Miss Wilson—I don't know who she is—but apparently she is interested in the fact that there has been no compensation at all. Usually there is some preliminary payment made; there is something done. This is why I am wondering: What has been the position of the department? What hasn't anything been given?

Mr. Gilbert: Well, we have made offers, you see, to the Sheffields that have not been acceptable. Again, I would repeat that this land was never expropriated. We negotiated an agreement, as is our policy.

Before we expropriate land we negotiate an agreement. We negotiated an agreement with the Sheffields, which was satisfactory as far as compensation was concerned. However, the condition was that we should replace a well; and that is where we have run into the difficulty.

Mr. Braithwaite: Well then, why—

Hon. Mr. Carton: I wonder, Len, if you—

Mr. Braithwaite: Just one last question. Why didn't the department expropriate? I haven't been told that.

Hon. Mr. Carton: Where we can negotiate, we do not expropriate.

Mr. Braithwaite: But three years are involved.

Hon. Mr. Carton: Right!

Mr. Deacon: The agreement you got was three years ago?

Mr. Gilbert: Yes sir, the agreement was—we took the agreement in October, 1969. As I say, one of the terms of that agreement was to supply water; they were always satisfied with the compensation. To fulfil the terms of the agreement, we had to supply water. That is why we dug the four wells, sir.

Mr. Braithwaite: But now, it's a question of compensation.

Mr. Gilbert: Oh yes, sir. We recognize the fact that the Sheffields have a business loss, and we are attempting to negotiate this business loss as well as finalize the whole matter.

Mr. Braithwaite: Just one final question then: Could you explain why these various people should have to be writing to the government and to me about it? This is what I can't understand.

Mr. Gilbert: Well, I would—

Mr. Chairman: Yes, we can carry on, but make it brief.

Mr. Gilbert: I would say that because of the fact that there has been so much concern, certainly on their part as well as our part, they feel that they should write and involve as many people as they can. I have no other reason for it than that.

Mr. Braithwaite: Well, I am satisfied with the minister's undertaking and—

Hon. Mr. Carton: This is my first—

Mr. Braithwaite: Yes, I understand that.

Mr. Chairman: Mr. Braithwaite, you have raised a good point. Are you through, or did you have other questions?

Mr. Braithwaite: I have one more, but it is 10 after 1.

Mr. Chairman: Well then, Mr. Martel had other questions too. I was hoping you might carry this vote, but I guess—

Mr. Martel: Well, with the minister's consent, if I could get back in I have two small points to make, but I would not oppose the vote carrying.

Hon. Mr. Carton: Are you going to be back Monday—before I answer?

Mr. Martel: No, I might be back Tuesday.

Mr. Chairman: Mr. Braithwaite.

Mr. Braithwaite: I will do the same when I come back, I will ask my question.

Mr. Martel: Providing we have an agreement that we can raise the two issues.

Mr. Chairman: That leaves the door pretty wide open.

Hon. Mr. Carton: I would prefer to leave the vote rather than get into any—

Mr. Martel: Back Monday; yes, right!

Mr. Chairman: All right. Well then, Mr. Braithwaite, you are number one on the list for Monday; thank you.

Mr. Martel: I will not be kind any more, Gord.

The committee adjourned at 1:06 o'clock, p.m.

CONTENTS

Friday, June 16, 1972

Construction programme, continued	S-1341
Adjournment	S-1357



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications

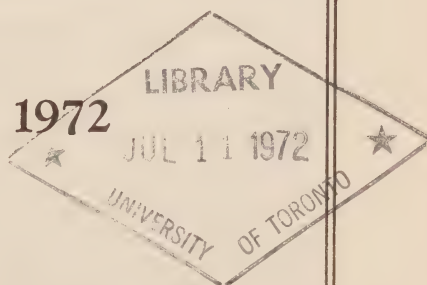
Chairman: Mrs. M. Scrivener

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Monday, June 19, 1972

Afternoon Session



Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

MONDAY, JUNE 19, 1972

The committee met at 3:10 o'clock, p.m., in committee room No. 1; Mrs. M. Scrivener in the chair.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS (continued)

On vote 1903:

Madam Chairman: Mr. Minister and gentlemen, we will come to order. The substitutions I have today are Mr. Young for Mr. Cassidy, Mr. W. Newman for Mr. Hamilton, Mr. Deacon for Mr. Worton. There being a quorum, I think we can commence. I would remind you also that we rise at 5 and reconvene again at 8 this evening, if it is necessary.

I understand you had very good progress in my absence, so my thanks to Mr. MacBeth, who must be a magnificent chairman.

I understand you are at item 5 on vote 1903, page 246, and that item 5 has been spoken to by most of the people in this room. Is there anyone who wants to address himself to any other point on item 5?

Mr. L. A. Braithwaite (Etobicoke): I understand there is a carryover list; I don't know if you have it, Madam Chairman, but in any event I think I am first on this carryover list.

Madam Chairman: Well, would you please commence, Mr. Braithwaite?

Mr. Braithwaite: Madam Chairman, I want to bring to the minister's attention the case of William D. Carney of 30 Amaron Ave. in Rexdale, which is in the riding of Etobicoke. Perhaps the minister may recall the case, but I will run through the facts very briefly.

Mr. Carney wrote to the Hon. Irwin Haskett, at the time he was Minister of Transport, and he stated that on Feb. 3 at about 9:05 that he, Mr. Carney, was driving in the collector lanes of Highway 401 where the Dufferin and Spadina ramps are located. He

stated that a snowplough bearing Ontario Highways colours and markings dropped a load of snow over the first overpass directly on to the Carney car.

Mr. Carney states that he was doing about 50 miles an hour and the load of snow was so heavy it stopped his car immediately at the point of impact. He also states that the glass of the front windshield was smashed and the car suffered other damages.

Madam Chairman—

Madam Chairman: Excuse me, Mr. Braithwaite. The bells are ringing for a quorum call, so we will have to recess and go upstairs. We will resume as soon as we are through.

Mr. Braithwaite: We don't do that.

Madam Chairman: There is a quorum call. The Speaker gave me a ruling quite some weeks ago that we must always answer the call of the bells.

The committee recessed at 3:14 o'clock, p.m., for a quorum call in the House and reconvened at 3:21.

Madam Chairman: Can we come to order please?

Mr. H. C. Parrott (Oxford): Madam Chairman, on a point of order. Some time during the Ministry of Environment estimates, I believe, I asked that a ruling from the Chair be made whether or not this committee must rise and go to the House for the purpose of forming a quorum within the House. I am wondering if the Chair has had the opportunity yet to get the answer to that particular question.

Madam Chairman: Yes, Mr. Parrott, I presented the motion from this committee to Mr. Speaker. His reply was that when the bells ring, the committee must dissolve itself and return to the House. The House takes precedence over any of the committee's business.

He also said that he concurred with me and with other members of the committee who regarded some of these quorum calls as being frivolous; but I think either the rules

will have to be changed or he will have to make a personal rebuke. I don't know what he is ultimately going to do.

Mr. Parrott: So then the end result of that motion is nil. If nothing changes, would you suggest, Madam Chairman, that you wish to take it any further than the present answer, or do you think that's the responsibility of the individual members, or of someone else?

Madam Chairman: In the House just a few minutes ago, Mr. W. Newman rose on a point of order to query the necessity of a committee dissolving to return to the House on a quorum call. Subsequent to that I made a point of order that so long as I was there in the House my committee had dissolved itself and the chairman was absent and that the committee could not do any work, so the chairman of the House committee then invited us to depart and resume our business.

Mr. W. Newman (Ontario South): Madam Chairman, on this point of order, just to clarify. The chairman said that the Speaker had not made a ruling on it yet. To my knowledge this is an extension of the House, but the Speaker has not made a ruling yet as to whether we have to dissolve and go back in.

Madam Chairman: I think we may just have to wait for the Speaker's ruling on this.

Mr. Braithwaite: It seems like an awful waste of time.

Mr. Parrott: Then the total matter is in abeyance. I think there is no better example than the one presently here today. I am sure the minister we have with us in this committee is just as anxious to be on with his estimates as the minister in the House. I think it is a grave injustice to the minister who happens to be in the estimates committee as opposed to the one in the House.

I am sure, as was pointed out, we can't go further than we have, but it is one point that I think we should all attempt to take further and adopt whatever means we see fit.

Madam Chairman: Thank you.

Mr. Braithwaite, would you like to continue?

Mr. Braithwaite: As I was saying, Madam Chairman, this snowplough with Ontario Highways colours dumped quite a load of snow on the automobile owned and being

operated by Mr. Carney over on the collector lane of 401 in the Spadina-Dufferin area.

Now, Mr. Carney went on to say that he went to the Keele St. OPP station and he reported to provincial constable 1006, a Constable R. J. Allen, and gave him the details of what had happened. He went further and checked the type of snowploughs operated by the township of North York and he was satisfied by the officials of that particular department that their trucks do not carry wings and the snowplough that caused the damage had a wing on it.

It cost Mr. Carney \$25 of his own money and his insurance company \$131 to repair the damage done by the snow dumped on to the collector lane. I wrote to the minister on Feb. 28. I got a letter on Feb. 29 from H. D. Mosher saying that the matter was being looked into.

I must compliment the minister; he was saying on Friday that it takes more than one day to get a reply from his large department on that Sheffield matter. I see here, in one day, we were able to get a reply. I wonder what happened to Sheffield, Mr. Minister?

But, in any event, let's get back to Carney.

Mr. R. G. Eaton (Middlesex South): Let's get back to construction services.

Mr. Braithwaite: Yes; I see the minister wrote on March 13 and he said that the matter was being looked into. Madam Chairman, the real problem here is that on April 12, the Dominion of Canada General Insurance Co. wrote to Mr. Carney and they made reference to the accident and they stated as follows:

We are writing to you as insurers of Her Majesty the Queen in right of the Province of Ontario. [That really sounds very strong. They say] In connection with the above mentioned accident [and they make reference to the letter to Mr. Haskett and the one to the present minister. Then they go on, Madam Chairman, to state that]—The investigation has been completed and we have been informed that the department did not have a plough on the Spadina interchange at the date and time in question. Therefore, with respect, we must advise that we are unable to honour your claim.

Now, Madam Chairman, this does seem strange in view of the fact this man could suffer damage—that he could have come

close to being killed—that he is able to state that the plough had wings on it, and that it had Ontario Department of Highways markings on it. He went so far, after receiving that letter, to send me a sketch of the township of North York, the borough of North York. This is a photostat and he shows me exactly where the accident happened and it looks to me like it is northeast of Yorkdale Plaza on the collector lane, just as he stated.

What I want to ask the minister, Madam Chairman, is just what an individual does in a case like this? Is this man going to be forced to go to court for \$25? There is something wrong. I am bringing this case again to the attention of the minister, because I do feel that somebody in his department is possibly covering up and doesn't want to report that there was an accident, that they were even there. Perhaps they weren't supposed to be there.

But the fact is that this man did suffer damage caused by a Department of Highways snowplough. I feel that the minister should make some comment on it. I feel that his department should look into it. If the insurance company that is insuring a department seeks to get out of a small claim like this, what would they do if a large claim came along? This appears to be bona fide and I do feel that the minister should comment on it and let me know what he plans to do.

Hon. G. R. Carton (Minister of Transportation and Communication): First, I may say this is not in this vote, but I do not mind answering this because it's been brought to my attention. I am not aware of the particulars on this Carney matter. Quite candidly I do not recall the letter, but I am informed that it was investigated. I am informed that our trucks were not in the area. I am informed that the Metro trucks, and the borough of North York trucks are also in that area. As far as the driver himself is concerned, if I understand correctly he would be on the overpass?

Mr. Braithwaite: No, he is on the underpass. You are on the overpass in the truck.

Hon. Mr. Carton: Exactly, this is what I mean, the fellow who was driving the truck was on the overpass.

Mr. Braithwaite: That's right.

Hon. Mr. Carton: So he wouldn't know. So it wouldn't be a case of covering up an

accident. He wouldn't even know that there was anything happening.

Mr. Braithwaite: No, covering up his being there. Perhaps he shouldn't have been there. This is it. I don't even really know the reason—I don't think it's important. The thing is, what do we do about helping Mr. Carney? This is what I'm concerned about.

Hon. Mr. Carton: What I want to do, Len, is to have a look at the case. They tell me the matter was investigated and it was on the basis of the investigation by our claims people that the claim was not paid. I'll look at the file and what I want to look at specifically is whether or not Mr. Carney himself was interviewed by our people.

Mr. Braithwaite: I have a sketch, Mr. Minister—

Hon. Mr. Carton: Perhaps you could tell me.

Mr. Braithwaite: —perhaps I should send you. This just came after the claim was denied by the insurers. If the minister feels, or his department feels, it wasn't one of their trucks, I am wondering if it would be possible for an investigation to be launched to find out whose truck was there. I don't think that a citizen should have to waste money—it will cost him more than \$25—to do this investigation which could be done quite simply by the department. It could perhaps find out whose truck it is and let him proceed against them, or write to them. I feel he has a year, and it may take that long. I will send this along to the minister, along with a copy of the insurance letter and perhaps your department could look into it later. Thank you.

Madam Chairman: Thank you, Mr. Braithwaite. Mr. Stokes.

Mr. J. E. Stokes (Thunder Bay): Thank you, Madam Chairman. I'm advised by people in the department that the only place I can rightfully bring up what I want to discuss—that is, the capital expenditures for airstrips in the far north—is right here under the construction services. I am told if I don't bring it up here, the only other place is the third level air carrier service demonstration in vote 1904, item 2, and this doesn't cover any of the capital costs at all. With your permission, and the permission of the minister, I will discuss airstrips—

Hon. Mr. Carton: Where is it in here?

Mr. Stokes: —in the far north right here.

It is my recollection that about \$750,000 was allocated last year, and about \$500,000 the year before. I am particularly concerned about the airstrips at Sandy Lake and Big Trout Lake, where considerable sums of money were spent under some pretty adverse conditions. They were scratching around like a bunch of hens up there trying to find enough gravel to provide an adequate transportation strip.

I have had occasion to look at that, and fly over it. I don't know whether the minister is aware, but a large aircraft tried to land there a year ago last winter—I think it was from Lamb Air, or some such private carrier, from Manitoba. Of course, the plane never did get out of there. They dismantled it. Because of the narrowness of the strip he crashlanded or he side-slipped off it and so there was a \$200,000 aircraft which was just a total write-off.

I am wondering what you are spending this year to upgrade existing facilities, both at Sandy Lake and Big Trout Lake and what is the programme for this year?

Now, the reason why I am asking this is because Mr. Foley made available to me an excellent review—well it was a royal commission inquiry into northern transportation into the Province of Manitoba. While I haven't had an opportunity to go through it in detail, in the summary of conclusions and recommendations concerning air services to the far north there are observations and recommendations that would be applicable to the far north in Ontario.

I want to read about three paragraphs from it which I think highlight the need for this kind of service in northern Ontario. It says:

While the air policy announced by the federal government in October, 1966, is limited to the five designated regional carriers, the principles are applicable to third-tier or local carriers. Local carriers within the northern region perform an essential social function in an area where alternative transportation is largely unavailable. [In my area it is non-existent.] The national policy should be expanded to provide subsidy where necessary in order to maintain an adequate level of services during the development period.

Air passenger fares and cargo rates under control of the air transport committee have received insufficient attention. It is only in northern air transportation that the shipper or passenger is required to pay a premium.

The disparity in passenger-mile costs and ton-mile costs between the northern region and other regions in Canada require review and revisions. Equitable maximum rate levels should be established for air movement.

In light of the commercial air service presently available and the cost incidental to the operation of the Manitoba government air services, we recommend that a review be undertaken to determine the continuing role and function of this agency. Although the federal government has a responsibility for similar aviation there would be merit in establishing a regional agency to review investment, assistance and regulatory policies in both the federal and provincial governments.

About the only place that the Ontario government has concerned itself is with the third tier, the Twin Otter service between Sault Ste. Marie and Sudbury and Earlton. I don't expect that you will be providing the same kind of service in the far north.

I have called, as I say, for a commission of inquiry into the costs of services and goods in northern Ontario. When you consider that it costs somebody in Big Trout Lake 78 cents for a loaf of bread, over \$1 for a dozen eggs and \$1.75 for a gallon of gasoline, it's readily understandable why these people feel they are getting a kick in the neck.

In association with your highways-in-the-sky programme, there is no evidence yet that the facilities you have provided to date have been reflected in a lowering of the cost of freight into those remote communities, notwithstanding the fact that you have spent several hundred thousand dollars in remote areas, such as Sandy and Big Trout Lakes. I am wondering how you are going to come to grips with the disparity in the cost of consumer goods because of the high transportation costs. When can we see some relief for people living in far northern communities?

Mr. Morrow, who was the commissioner in charge of this royal commission inquiry, suggested that it is possible the government will have to take into consideration special tax incentives, a change in income tax, or a direct subsidy for air transport, in order to give these people an opportunity to share in the goodies in this province. I am suggesting that you should get involved with the air transport committee at the federal level to see ways and means in which you might rationalize a transportation policy for all of the Province of Ontario.

We need people in the far north. They are manning all-weather stations; they are manning radar stations; all of these facilities and communication networks that we find necessary in today's scheme of things for telecommunications and good weather reporting, for meteorological purposes and things of this nature; we do need people in the north. There is no isolation pay for them; if they choose to live up there, they just get it in the neck by way of what it costs them for transportation and consumer goods.

I may have a few remarks to make later on, but I am wondering how you are going to rationalize the money you are spending now in your highways-in-the-sky programme with what is required to bring these people into the main scheme of things and give them a break with regard to the high cost of transportation?

Hon. Mr. Carton: There are two components of your presentation. One is a third-level air carrier service which is what you mentioned in passing; the other is the airstrip development. With the airstrip development, we do have construction under way now. There are some carryovers from last year and we have some applications that are presently before the ministry for approval.

I think you can appreciate that our demonstration service, from Earleton, Timmins, etc.—I don't see that as having any significant bearing on the freight rates, just that little demonstration service. I look upon it as being a passenger service in the main from which will, of course, go forth much larger air carrier services.

As I mentioned, I think, the freight rate study that is being done for the north, not just the air carrier services, is more of a component than what you are interested in—the air carrier service—although it can be a small part of it. I think basically it is a freight rate study with which you are concerned.

Mr. Stokes: The freight rate study that is going on at the present time is restricted to the Rainy River-Kenora area. The former Minister of Transport, the Hon. Charles MacNaughton, did start a study in conjunction with the Design for Development for Northwestern Ontario but they stopped that. He wasn't able to tell me why they stopped it until he had made considerable inquiry within the department and they said that this new one was an all-encompassing thing. From what I can gather, the one that

they expect very, very shortly or, in fact, that they were supposed to have this spring, dealt principally with the transportation costs in the Kenora-Rainy River area. Am I wrong in that?

Hon. Mr. Carton: Jack, I'm going to ask Kirk Foley to speak on that, but before he does I would make a point that we are going to tie in our third-level air carrier services with our airstrip developments in time. This is in the future as far as this ministry is concerned.

Mr. K. W. Foley (Economics Branch): Madam Chairman, Mr. Stokes, the business of freight rate studies has been such a complex operation, and to talk about an all-inclusive study without breaking it down into various areas of the province and the various components of various modes of transportation isn't possible. So there are a number of studies going on.

The Kenora-Rainy River one is the one that is closest to completion. In Timmins a couple of weeks ago we indicated to them two or three others that were going on there; one dealing with lumber, the other dealing with forest products such as newsprint and pulp and paper. We also indicated that we have some freight rate studies under way on agricultural products.

Basically, we have started, I think it is five or six studies, some of them geographically oriented, others commodity oriented. These are all under way now. The Kenora-Rainy River one is the one that is closest to completion, but it certainly isn't the only one.

Mr. Stokes: Well, all right then. For obvious reasons I'm more concerned, since I'm talking about the highways-in-the-sky programme, when we are going to get some benefit from the dollars that you've already spent on this programme. I think cumulatively over the last three or four years it's well in excess of \$1 million.

One rationale behind the highways-in-the-sky programme was to provide better passenger services for the people in the far north, and the other one was the benefits that would naturally flow from a better airstrip policy. As you can readily appreciate, if you haven't got an airstrip programme in the north, everybody who gets services, if they don't get them through a tractor train in the winter time, they're going to have to get it through a float-equipped aircraft in the summer time. And the cargoes that you haul on

a float-equipped aircraft are very marginal and, of course, very, very expensive.

So that I'm wondering if it looks as though you're going to get an airstrip programme in the north where you can land DC-3s and something where you can get a fairly large cargo down so that you can bring the cost of transportation down.

That hasn't happened, and it's not likely to happen unless you spend some more money in places like Big Trout and Sandy Lake, so that people such as Superior Airways and other carriers can land with aircraft much larger than Beavers and Otters.

I'm wondering what you are doing. You're not going to just say, "Well, that was a bad experience". Surely you're not going to abandon those airstrips? Are you going to bring them up to a standard where they will be an all-weather facility?

Mr. Foley: Madam Chairman, Mr. Stokes, again I think that, with respect, there has been a substantial benefit derived from the current programme of airstrip development. A number of the carriers have indicated to us that they are enjoying lower costs in some of these facilities. However, as the minister has indicated, the airstrip programme is being co-ordinated with the air carriers development, rather than treat both of these independently.

In the northwestern area particularly, we have had a number of engagements and conversations and studies going on with the carriers that are there, in terms of their needs and they have indicated to us that they are enjoying lower costs through the development of some of these facilities. This is particularly true again in the northeastern area and the Moosonee area.

So I think that there is benefit there. We're now in a process of linking together the airstrip development with the air carriers needs directly, rather than keeping them independent.

Mr. Stokes: But no evidence has been made available to me that the benefits that have accrued as a result of this programme have been passed on to the consumer. I don't doubt that you're quite accurate when you say that there have been benefits to the carriers themselves. But surely this is not what the expenditure of public moneys is meant to attain?

Hon. Mr. Carton: There have been benefits because innumerable people have mentioned to me the success of that third-level

air carrier. I'm talking passenger-wise now, not freight-wise.

Mr. Stokes: No, I'm not. You don't have a passenger programme for the far north. I'm talking about areas north of the CNR main line where there is a charter service by independent carrier. Anybody who wants to use those pays the charter rate and it starts at about 75 cents a mile. There are certain carriers. There was Hooker Airways that has since been taken over by Lamb Air, I think it is. They have taken over the mail service and it is possible, if you want to travel on the same days that they have mail service into those areas, that you can enjoy a better rate. But if you want to hire a charter, say, from Pickle Lake or Sioux Lookout up into many of those remote places, you pay the charter rate.

As I say, it starts at about 60 to 75 cents a mile. You are not talking about peanuts; you are talking about a lot of money in order to use a charter service. So, there are no benefits that have accrued to the people in the far north as a result of your third level which doesn't even touch that area. It's just been a demonstration thing, as you suggest, between Sault Ste. Marie, Sudbury, Timmins and Earleton.

The thing is you have spent well over \$1 million in your highways-in-the-sky programme. Some benefits might have accrued to the carriers, but certainly none to my constituents and the people who are the consumers. So the thing I am saying is how much money are you spending this year, and when is the expenditure of these funds going to be reflected in cheaper rates for both passenger and goods going into the far north?

Hon. Mr. Carton: Just to set the record straight, maybe no benefit has accrued to your constituents—it hasn't accrued to my constituents either—but the venture certainly has accrued to the benefit of certain people in the area. I mean it has not been an unsuccessful venture. On the contrary, in this week's Star magazine section there was an article on the success of the GO demonstrations—they call it the GO in the air. So, it has been, and is being, a success for that particular area.

Now your point—and it is well taken—is why not extend it further north? Well, that is under consideration.

Mr. Stokes: Let's forget about the demonstration thing at all, what you call the third level.

Hon. Mr. Carton: Right.

Mr. Stokes: Let's talk about your high-ways-in-the-sky programme that is completely unrelated to the demonstration.

You have spent about \$1.5 million on this programme. You spent money at Minaki; you spent money, I think, at Dryden; you spent some money at Pickle Lake; you have spent money at Sandy Lake; you have spent money at Moosonee; you have spent money at Big Trout Lake.

Nothing that I have heard about would indicate to me that it has resulted in better or cheaper service to people, and this is what people want to know about. When they saw this programme coming out they said, "Goody! Something for us."

As I say, there is nothing that I can point my finger to or any of my constituents can point his finger to. Notwithstanding the fact that several hundred thousands dollars have been spent, nothing would indicate that they have a better service and they are enjoying better rates.

Hon. Mr. Carton: What I am asking for is a complete list of the moneys that have been spent and the areas in which they have been spent. They don't have that here now, but I can get it later this afternoon.

Mr. Stokes: Yes. Well, I have a fair idea of how much it is, and it's well in excess of \$1 million. I would say about \$1.5 million over the past four years. There's nothing that I can point to where, as a result of them being able to use DC-3s as opposed to float-equipped aircraft, where the extra expenditure in this programme has resulted in lower transportation costs. I think if you look back you will say this is the rationale behind the whole programme. What other would there be but to provide better services at more reasonable costs to the consumer? If you can do this, fine and dandy; spend all the money you can muster for this particular programme. But, if it just means there are going to be more dollars for the carriers and no benefits will accrue to the taxpayer—and they are taxpayers, too, in every sense of the word—I think you should take a good look at the whole programme.

Mr. C. E. McIlveen (Oshawa): How about cancelling the programme?

Mr. Stokes: No; I think you should make it more meaningful. I think that it is possible. This Manitoba study is just an excellent

study, and Mr. Mauro is an expert in transportation.

Hon. Mr. Carton: Is that the study I told you about the other day?

Mr. Stokes: That is the one. As I say, I just quoted three or four paragraphs from it; and of course the conditions he was studying are identical.

Hon. Mr. Carton: That is why I told you, Jack; it really is excellent.

Mr. Stokes: Yes, and as I say I am going to enjoy going through the rest of it. But I think there should be some rationale behind the expenditure of funds; and I would be happy to receive a breakdown of that. Maybe the deputy or Mr. Foley would give me the rationale for the expenditure of X number of dollars today? What was it designed to do and what do you hope to accomplish as a result of the expenditure of these funds on the highway-in-the-sky programme?

Mr. A. T. C. McNab (Deputy Minister): Not right now.

Mr. Stokes: Pardon?

Mr. McNab: Not right now; but we can do it for you.

Madam Chairman: They can get this for you over the weekend, Mr. Stokes.

Mr. Stokes: Oh, but Mr. Killaire was in that branch; and Mr. Roy Cowley was there before him. I am sure that if either one of them were here they would say: "Well, this is what it is designed to do."

Mr. McNab: We are getting a list of expenditures, point by point, sent down, sir.

Mr. Stokes: Okay. Can I assume then that the money that you have spent and the money that is allocated during this current year, is designed to provide better and cheaper services to the people?

Mr. McNab: The answer is yes.

Mr. Stokes: Okay, I will wait for the detailed explanation.

Hon. Mr. Carton: I think, Jack, you could bring it up—and there would be no problem—on the vote to do with the third-level air carrier service.

Mr. Stokes: Even though there is no funding on it?

Hon. Mr. Carton: Even though there is no funding on that, Jack, because it is not fair to you to pre-empt you when we don't have that material here.

Madam Chairman: Thank you, Mr. Minister, and Mr. Stokes.

Item 5, agreed to.

Vote 1903 carried.

Madam Chairman: Vote 1904, item 1, GO Transit. Mr. Deacon?

On vote 1904:

Mr. D. M. Deacon (York Centre): Madam Chairman, three years ago the deputy minister told us about some important new steps he hoped to be able to announce in the field of exotic public transportation.

He went to Europe to see some of these things and he felt that within five years we would have some of them operational here. I was wondering what is now happening two years later with these air-cushioned vehicles and what we are doing about them?

Hon. Mr. Carton: Yes, I will have the deputy answer. Is this under GO Transit, though?

Mr. McNab: I think your question, sir, is what are the latest developments and what can we expect in these—I think you said exotic modes? I didn't quite hear it, but in these new modes of air-cushioned, magnetic, levitation—

Mr. Deacon: Those were some of the terms used at the time.

Mr. McNab: That is right. Well, I think that anyone who was at Transpo 72, which was held recently at Dulles Airport in Washington, can see that there are rapid developments in these fields.

Many of the things that we were thinking might be feasible at that time—the time you are quoting; two or three years ago—have in fact advanced very rapidly to the point where they now prove practical. I think that the—

Mr. Deacon: What is "practical"?

Mr. McNab: Well, our demonstration project at the Canadian National Exhibition is lined right to this, and this is the final experimentation; so that we can adapt these to our operational runs.

Mr. Deacon: Well now, the purpose of the exhibition project then is just to have a practical application within the boundaries of Ontario Place to show to people?

Mr. McNab: No, the main purpose really—other than public exposure, as you point out—is to prove their worth under our climatic conditions, as well as our conditions of loading and operations.

Mr. Deacon: How would you hope to get much of a basis, other than the three weeks of the exhibition? At what times would you have an opportunity for this to be tested?

Mr. McNab: Well—

Mr. Deacon: Especially when the exhibition is in the summer time and not in the winter time, and we are not getting climatic tests, are we?

Mr. McNab: As the announcement said, before it is opened, say, for the exhibition traffic or for any of the other events throughout the summer and fall, it will be tested all winter. The equipment itself will operate under our climatic conditions to get the characteristics of it.

Mr. Deacon: Doesn't the deputy minister agree that the Turbo was tested considerably under all sorts of climatic conditions before it was put into service and, somehow or other, the real thing proved to be quite different from the test track?

Mr. McNab: Well, if I may answer that, the very problem there is that the Turbo was not tested.

Hon. Mr. Carton: That's not ours, incidentally, in case some of the members didn't know.

Mr. McNab: That went into production without testing; it went practically from a prototype. What happened was that it was a marriage of high-speed rail technology with old roadbeds. One of the major problems was that it wasn't tested in the winter.

Mr. Deacon: Well, I can hardly understand why we would spend the money putting in something that might be of some use for three weeks of the year instead of putting it in an area where it could be of use 12 months of the year, even though it would just be a confined area.

Hon. Mr. Carton: I think one of the points on these particular modes of transportation—

and I was down at Transpo—is that there is a difference between the mode that is too futuristic as to be practical, the mode that is almost at the completion point which in fact is futuristic but can be adapted very quickly and very shortly, and the system that really would be outdated very quickly. Therefore, it is a case of coming up with the right mode, the kind we want here in the province.

I might mention that even though we have been talking about the system in the exhibition grounds, yet it does cross Lakeshore to Ontario Place. Therefore, when Ontario Place opens on the May 24 weekend, there will be people using it for the length of time that Ontario Place is open. Because it does connect with the parking lots, and it does connect with the GO Transit.

The main objective of course is firstly to test under climatic conditions, and this can be done during the winter of 1974-1975; then it will be subjected to the people aspect when Ontario Place opens May 24, 1975. We thought that it would have all the advantages if we did that. It has to be a closed circuit because it is an experimental line; therefore, to have a closed circuit, it seemed the most feasible place.

Mr. Deacon: I would have thought that a closed circuit perhaps connecting that forlorn building the Star now occupies down on the lakeshore with Union Station, or thereabouts, might have been more useful or certainly would have got those people closer there.

Hon. Mr. Carton: There is nothing to prevent the extension, if this proves to be the mode, to the downtown Toronto area.

Mr. Deacon: I'm sure of it. Yes, but it does seem to me to be a more practical point because the people are certainly isolated in that area, and it might have been some use in getting people over to the island in the summer time.

Hon. Mr. Carton: To show you how close to completion some of these modes are, there is one that is to be constructed and built in an operation in Dallas, Texas.

An hon. member: When?

Mr. McNab: Next year.

Hon. Mr. Carton: By next year.

Mr. McNab: Thirteen miles of it in the Dallas-Houston airport, I believe.

Mr. Deacon: I still have a hard time understanding why we are so hung up on wait-

ing for new exotic forms rather than utilizing what we do have. I still think with the railway rights of way we have, a 100 ft wide railway right of way, will certainly carry two lengths of track, the cost of which—

Hon. Mr. Carton: We are studying this and as soon as Dr. Soberman's report, which I understood from Mr. Jamieson was going to be out, firstly in May and now it is June—I don't know—but when this report is out, that is one of the areas—

Mr. Deacon: Maybe your hopes for that are higher than mine. I am afraid I have no hope if that—

Hon. Mr. Carton: Perhaps I—

Mr. Deacon: I hope you prove to be right.

Hon. Mr. Carton: Perhaps I am somewhat influenced by Mr. Jamieson's remarks—he thought it looked most encouraging. I just have his remarks to go by.

Mr. Deacon: Well, of course, you folks have had a part in the directing of that study—so you should know—

Hon. Mr. Carton: No, not that study particularly.

Mr. Deacon: No, the commuter rail study.

Hon. Mr. Carton: It is a federal—

Mr. Deacon: The commuter rail study is a combination of this government, the federal and the metropolitan, I understood.

Hon. Mr. Carton: No, it is a federal study paid for by them and—

Mr. Deacon: I realize it is paid for by them but—

Hon. Mr. Carton: They may have wanted some expert advice and came to us for it.

Mr. Deacon: It seems to me that Dr. Soberman clearly set out in correspondence to me that it is a three-level direction and that Mr. MacNaughton last year was talking about the fact that this resulted from Mr. Campbell's visit to Ottawa and the arrangement was that Dr. Soberman's study, although being paid for by the federal Ministry of Transport would be directed by the three levels.

Hon. Mr. Carton: It is not at three levels.

Mr. Deacon: Isn't that interesting? I thought I had that correspondence with me here.

Hon. Mr. Carton: As a matter of fact, each time we see Mr. Jamieson I ask when it is going to be ready and if it was three-level I would be party to its conclusion.

Mr. Deacon: I haven't that correspondence here at the moment obviously.

Then the next point I wanted to find out was what is the basis—

Hon. Mr. Carton: Incidentally, just while you are on this, if I may—in this article "New Jersey Equips its Railroads for the Seventies", in "Railway Age"—that is the name of the magazine—there are four or five pages in which they describe a futuristic system they now have in effect in New Jersey. They were up here studying our GO system. If you read what they call futuristic, it is in fact our GO system, almost verbatim.

Mr. Deacon: One of the things that has been noted by many students of this work and people who have followed it, is that a great way to ensure that people forget about one's failure to make use of existing modes is to talk about new modes and concentrate on obtaining sketches of dreamy new methods for carrying people, instead of properly using the potential available to us right now.

Hon. Mr. Carton: That is a valid point. I tend to agree with you. We can't look at modes that are going to be so futuristic we will never get them.

Mr. Deacon: Particularly when you take a look at the realities of the situation—and I will go to that in a minute—and I mention the success, for example, of the Tokyo-Osaka system, as it now exists. This system uses existing modes of transportation, using a good roadbed. And there is no organization in this province that knows better how to build a good roadbed than the Ministry of Transportation and Communications.

For that reason, I feel that had we looked at, examined and, as a government, worked out some arrangements with the federal government to take over these rights of way, or assumed control of them in co-operation with the federal government, and ensured that the CN and the CP were the only ones who could lease the use, along with others, of those roadbeds we could have had a lot more utilization up to this time and we wouldn't have had to worry about all these new modes.

We could have made use of the existing modes.

The time that elapses between the time a person leaves his home and the time he gets to his place of work by public transportation is not shortened to any extent at all by these fancy modes on which they are spending a lot of time. The time is shortened by our making more efficient the interchange from one spot to another, shortening the walk to where the bus stops, or whatever the point of pickup will be. Ensuring that the schedules are properly co-ordinated. Ensuring that the public transportation vehicle is not interrupted by the private automobile, but gets priority. These are the things that speed it up, not fancy modes that distract our attention.

I'm very disturbed about the fact we've made such little progress. I've brought up time and time again to the ministers—prior to the present minister who, I think, is going to be applying a lot of conscientious effort to this matter—that real pressure from Ontario, public pressure as well, to change the policy of the federal government would do a great deal. The fact we just sit back and say we can't do anything is one of the reasons we are not getting very far.

The Philadelphia experiment, which has made use of old railway lines, old streetcar routes and all types of things, showed the success of using existing rights of way and really recognizing the basic fundamental facts that attract people to public transportation. Those are time, convenience and cost in that order. Remember, the other day we were talking about the very poor response in Rome to free transportation? What is the point of having free transportation if it is not more convenient? People aren't interested in the cost as much as they are in the result.

Certainly the Rome experiment, I think, was doomed to failure from the beginning because until you give priority to public transportation over the private vehicle, why sit in a crowded bus? It is more convenient to sit in the car and listen to the radio if you are in a traffic jam. When people have a certain amount put aside for transportation they are prepared to pay it if that transportation gives them these conveniences.

Look at Stockholm and the success of those passes. They are paying for those passes. Even if they put those prices up higher, I am sure they would still find they have excellent patronage, because it is so convenient to have a means whereby you can go in at any time without having to wait in a lineup at a ticket

counter for your tickets. You can go anywhere with that pass at any time. The success of these Eurorail passes and things like that has certainly shown that up as far as travellers are concerned.

In Chicago, for the commuters in the Chicago northwest, it is that monthly pass that really attracted the support of people, not the books of tickets that we have confined our efforts to in GO Transit. We have done so little since we started this GO Transit to really update the system. The excuse has been—and probably a good excuse—that we have to fit in to what the CNR is prepared to do.

We haven't done anything to really sharpen up our schedules, shorten them, get 15 or 20 minutes off the run from Hamilton to Toronto and the intervening points which they could do by skip scheduling; by concentrating on the very fast service for the maximum hours, pulling more and more people in, making those trips faster and integrating the local buses with it and all types of things of that sort. The amount of improvement in our ridership over the last three or four years that this service has been in operation, I think, is really a terrible reflection on the whole system.

It is the best we can do, you say, but it could be so much better if we weren't tied to that CNR management which naturally is going to protect its own position. Look at that contract we have, which is loaded in favour of the CNR; our hands are tied. Yet we do nothing to change it. I think we should have been doing it long ago.

Now we are considering expanding the system, you tell us, to Brampton. What was the basis of selecting the Brampton line for the new expansion in the system? I can't understand it. The forecasts I've seen on potential traffic put it well below Richmond Hill.

Hon. Mr. Carton: In answer to that—first of all before the deputy answers that last question—I think I mentioned to you that Mr. Jamieson has arranged a meeting for me with the CPR and CNR. It is for this express purpose because of my interest in finding out exactly where the railway stood.

I agree with you, quite candidly, that the CNR rights of way are owned by the people and we should be able to use them. It is most difficult to get their co-operation and perhaps Mr. Jamieson now, at the instance of this present minister, plus the backing, obviously, of your own good self—and I know that this is one area in which you have been preaching for some number of years now—and I assume,

therefore, the backing of your party, that when I go to Ottawa and when I speak to the railroads it will be on the basis that I do have the support of not only you but your party in this matter.

It takes a lot of pressure in order to bring about changes in this kind of thinking. That is why I am interested (a) in the meeting that he is going to arrange for me; and (b) in Dr. Soberman's commuter study.

You tell me that you are not that optimistic about his commuter rail study. Are you not optimistic because there are not the rights of way, or are you not optimistic because you think the federal government will not move in this area?

Mr. Deacon: I'm not optimistic because Dr. Soberman, in the letter I think I read on Friday or whenever our previous meeting was—I didn't want to repeat that, but I did mention that Dr. Soberman was concerned about doing things that suited the railways. He had to have their co-operation. I don't think he has to have their co-operation.

Hon. Mr. Carton: I don't think so either.

Mr. Deacon: Sure it's nice to have their co-operation. I wouldn't want to do something just to annoy them, but the fact is those rights of way are those that we can get control of. We can expropriate rights of way of the CPR if necessary and certainly take over the rights of way of the CN owned by the government of Canada.

Hon. Mr. Carton: This goes a lot further than just commuters, because I want to get, for the rail freight rates that Jack—

Mr. Deacon: Right.

Hon. Mr. Carton: —Stokes has been talking about, the ONR could utilize—

Mr. Deacon: I completely agree with you, but until we recognize those are public rights of way, just as much as Highway 404 or 401 or any of these others are, they are for the use of the public and they should be available for competitive transportation where that is in the public interest.

Hon. Mr. Carton: I agree with you, and this is the pitch that I will be making to Mr. Jamieson, without doubt.

Mr. Deacon: Fine. I wish you the best of luck. I had assured both your predecessors that they would have the wholehearted co-operation of our party in this and I—

Mr. F. Young (Yorkview): Of the whole House.

Mr. Deacon: That's right. Absolutely, because Mr. Young has been speaking on behalf of the NDP.

Hon. Mr. Carton: Well that's a nice feeling to be heard the lion in his den with, and I don't mean any disrespect to Mr. Jamieson; he is not a lion, he's been most co-operative, and frankly I think that he is amenable to some—

Mr. Deacon: I'm just dismayed by the whole approach that the Soberman study has taken, because it's failed to recognize the potential contribution the unions could have made at an early stage in the development of the study, and it's failed to recognize that those rights of way are ours, first and foremost, and the use of them is under public control and must be under public control whatever we do.

Hon. Mr. Carton: The deputy was asking if you had seen the Soberman study. It's just a letter that you are referring to isn't it?

Mr. Deacon: I've only seen the early letters and the basis on which it was done. If it's changed from that, I'm delighted, because the federal minister, Mr. Jamieson, said that if there was not full co-operation then he was going to take action to see that—

Hon. Mr. Carton: This is the feeling I get from his attitude. Now if we can get the answer on the Richmond Hill—

Mr. Deacon: I'd like to get some answers, if there is anything further that can be said, on the matters of improving scheduling and that sort of thing on the existing system, which I did bring up. What is the explanation for having such a poor improvement in patronage during these years?

Hon. Mr. Carton: To that latter point, I think Mr. Howard is certainly more up to date on the details than I am, but just to deal with your original question—why did we pick the Brampton-Georgetown route over the Richmond Hill line? The projected passenger demand in this area on our study and the De Leuw Cather study which preceded, indicated that the corridor of Brampton-Georgetown, ruling out the Lakeshore line, had the highest potential.

Mr. Deacon: Let's talk about what the existing traffic would be and when it might

get to be greater than that to Richmond Hill. Tell me about that. Get the breakdown year by year, because right now there is no question that if you inaugurated the service today, the traffic from Georgetown and Brampton and Bramalea would be just half that which you would have from Richmond Hill according to the copies I have seen of your studies—just half.

Ten years from now it might be up higher, because of course they don't intend to increase the traffic or the development in that area. But would you tell me on what basis, the potential traffic 10 years from now, or the potential traffic tomorrow?

Mr. McNab: Well, the potential traffic in our study period was in the future, I would admit I am not sure what the study date was. But, tied into this, and you will recall the study that was undertaken; the proposal that we got from the CNR in respect of the Richmond Hill line for even a very limited service—

Mr. Deacon: Oh, that CNR line! You are not going to try to quote that to me, Mr. Deputy Minister? Really? That CNR one; we knew what the potential could be there. But the CN—remember they told you; they told you first of all that there wouldn't be very much traffic because—

Mr. McNab: I am not talking, sir, about traffic; I am talking about the cost of introducing a limited service. Remember, we were talking about two and three—

Mr. Deacon: That is right. They said it would cost, as I remember, \$7.5 million to improve the line, because the line was too heavily trafficked.

Mr. McNab: Up to the bypass?

Mr. Deacon: That is right! And we indicated that traffic; we did a count on those trains, and we indicated that there might be 13 trains a day on that line.

Mr. McNab: Well, these are the figures—

Mr. Deacon: And to increase it another six would—

Mr. McNab: These are the figures, and you know it as well as I do, sir, that were supplied to us as the final word.

Mr. Deacon: But this is what really makes me annoyed. I am sorry I get so annoyed, but here are the figures the CN give us, and we accept them. Where else do you accept some—

one else's figures without checking them with your own learned people or consultants?

Mr. McNab: Well, when you are dealing with a body that you are asking to provide a service, they have all the answers. It is their railroad.

Mr. Deacon: We had been about to incorporate the GO North Railway Co. that year. Mr. Jamieson had indicated he would give us support and we were going to lease the line from the CN for the time we wanted it. We weren't using their figures for the cost. We, of course, were using the figures of independent consultants. I would have thought you would have done the same. The CN's figures were so exorbitant—\$7.5 million to improve a line for six trains a day. It is ridiculous.

Mr. McNab: Well, cut it in two and it is still a subsidy of \$2 a day.

Mr. Deacon: You know, that is the one automated signal line that the CNR has to the north. It is heavy steel, it has automated signals, it is the line that needs practically no improvement in its standards in order to have many more trains. This is information I get from CN people working for CN who just laughed at that \$7.5 million request from CN to update their facilities. And you didn't check it? This is a shocking performance, I thought.

They told you it was going to take 55 minutes to run that train down to the Union Station, and yet you were going to have the regular Northland amble down. It does it in 28 minutes every day. They told you it was going to cost \$2.5 million to subsidize the service, and a million dollars a year would have rented trains for us every day.

I just can't understand our accepting these figures. This is, of course, I suppose what has made me hesitant about accepting the Soberman study, or anything to do with it. I feel we have to make a brand new start; a new approach.

Mr. McNab: Well, of course, when you mention the cost, it was based on Mr. Medcoff's run of a day.

Mr. Deacon: No, Mr. Medcoff's leasing of a train; not what profit he made.

Mr. McNab: No, but when we approached them on that particular subject and said we would like the same kind of a deal, they said: "If you just want a train on any specific day, we will work it in, if we can. But on a continuing basis on six trains a day, it is a different ball game."

Mr. Deacon: Well, of course, he got his quote from their published tariff. It would be difficult for them to justify changing their published tariff rate for any request you made, but obviously you accepted that. This is really what has upset me, that you wouldn't have challenged them in a statement saying they wouldn't give you that service on that basis, but—

Mr. Stokes: Especially when you try to provide a service where they have abdicated their responsibility. You would think they would bend over backwards to accommodate you.

Mr. Deacon: We have been pushed around by them so long, and we have just been taken in by what they had to say. I have been so surprised, because I really feel that since he took office this deputy minister and his department have been certainly one of the outstanding departments of this province. And this is the one area that I feel he has been carried away by the exotics and not really challenged the practical everyday situation that we could have had in public transportation here.

Maybe to go into it further, I would appreciate any figures you have on this Georgetown-Richmond Hill comparison.

Mr. McNab: Well, there isn't too much to add. But what I was going to say was the cost for getting something going on a limited service. We were assured—and I hesitate to say it again—by the CNR and from our own figures, that it could be accomplished much more reasonably on the Georgetown line. This is on the basis of cost per passenger carried; bearing in mind that the Soberman study was coming up and bearing in mind that this was a limited service that we are getting into.

Mr. Deacon: Well, after all, it doesn't matter whether the service is going directly east and west, or whether it goes from the northwest to the north, as long as it could be a continuous service. Do you have the study figures there indicating the volumes on those two lines?

Mr. McNab: The study that we refer to is the original GO study.

Mr. Deacon: No, the study that persuaded you that you should inaugurate the Georgetown service and not the service to Richmond Hill. What would be the total on and off volumes on the two lines?

Mr. Young: Is it just to Richmond Hill and to Georgetown?

Mr. Deacon: Yes, this is to Georgetown as opposed to Richmond Hill.

Mr. Young: Terminus at Richmond Hill, terminus at Georgetown?

Mr. Deacon: Right.

Mr. Young: I have the figures here.

Mr. Deacon: No, this isn't the one.

Mr. McNab: If my information is correct, we are figuring on about 4,500 passengers per day, which would be the capacity of the trains we are going to operate.

Mr. Deacon: So 4,500 would be what you would obtain by what year—1976, or what year is that?

Mr. McNab: No, we would figure on, say, a year after the thing was inaugurated.

Mr. Deacon: You would be up to 4,500?

Mr. McNab: Yes.

Mr. Deacon: The reason I ask is that the figures I saw of your study indicated that the totals, passengers on and off, from Georgetown to Union Station initially would be 2,226. It would be 5,567 on the Richmond Hill run. After a period of seven years, you would be up to 7,681 on the Georgetown run and 6,535 on the Richmond Hill run. Even though Richmond Hill was not allowed to develop much more, according to the whole plan for development study, even after seven years, the Georgetown line would be just slightly over the Richmond Hill line. Under those circumstances, why not have the service looped, go right through and loop back and forth the same as you do on your Lakeshore line? Why not have it looped as it is on the Lakeshore line?

Mr. McNab: You mean, loop around—

Mr. Deacon: In other words, it starts in Georgetown and ends up at Richmond Hill; starts at Richmond Hill and ends up at Georgetown.

Mr. McNab: As I say, this is not beyond the realms of possibility. We will look at the whole railroad network, as we are supposed to do, with the Soberman and further considerations beyond that study; and of course the joint committee's consideration of transportation around the whole of this part of

the province. I think the important thing is that we are making a start.

Mr. Deacon: Yes; but you are making a start in a single line, instead of doing the same as you did in the previous line. You had a line from Hamilton to Union and you had a line from Union to Pickering. It happened to be a straight line, so that was the Lakeshore run.

Mr. McNab: We couldn't miss on that one.

Mr. Deacon: You couldn't miss, but you are also in the same position on the other line, in that you have a line from Georgetown to Union, and you've a line from Union up to Richmond Hill.

Mr. McNab: This might well be a further development.

Mr. Deacon: I would feel that this should be an initial development, as much as the other should be, because the potential traffic is right there.

Hon. Mr. Carton: If I could point one thing out, I have a chart here on the 1969 simulated GO train passenger flow. If you start at Georgetown and come through Brampton, Bramalea, Malton, and so on, I have the figures here showing what you will pick up along the way. For example, Georgetown is 1,142; then the accumulative pickup when you go through Brampton is 2,389, and the cumulative pickup then past Bramalea is 2,936.

Mr. Deacon: You say 1,142?

Hon. Mr. Carton: Pardon?

Mr. Deacon: You say 1,142 at Georgetown?

Hon. Mr. Carton: Yes, 1,142 from Georgetown. Then, by the time you leave Brampton, you have 2,389; by the time you leave Bramalea you have 2,936; by the time you leave Malton you have 3,482; by the time you leave Rexdale you have 3,632; by the time you leave Weston, 3,703; then by the time you leave Eglinton, because they dump some off, 3,512.

Mr. McNab: These are 1969 figures.

Mr. Deacon: These are different figures, I guess.

Hon. Mr. Carton: Now this is the difference in the passenger flow from Richmond Hill, where I think it is quite valid, can-

didly. Coming from Richmond Hill you pick up 1,977, then when you hit Thornhill you have an accumulative total of 2,698.

Mr. Deacon: I doubt that that figure is right. Thornhill is now 20,000 people.

Hon. Mr. Carton: Fine, but this is what this chart says in any event.

Mr. Deacon: Right.

Hon. Mr. Carton: Then from Finch Ave. to York Mills is where you pick up 3,000 people. That is where the subway is. You know it is going to be finished pretty soon.

Mr. Deacon: Yes, but it is also a different spot on the subway too.

Hon. Mr. Carton: All I am suggesting is that on this basis, and this is the first chance I have had to look at this passenger flow—

Mr. Deacon: By the time those people ride that subway a few times and get crushed in the section between St. Clair and Finch Ave.—

Hon. Mr. Carton: I think that is the answer to why Georgetown line instead of the other.

Mr. Deacon: Actually, Mr. Minister, I suggest that with the problems that the TTC is going to be having in the central part of that subway, and which it told you it is going to be having, you should be inaugurating this service at the same time.

Hon. Mr. Carton: I'm not saying—

Mr. Deacon: There is going to be a terrible crunch in the centre section of that subway. Anything you can do to take off the downtown traveller at the north end and give him a faster ride down to Union Station would be very much appreciated by the TTC as well as the passengers. I think that your planners should reconsider this whole plan for this spring. They should think in terms of that train looping right around. The figures you've already quoted pretty well tie in with the ones that I was given; but they certainly point out that right off the bat we have a huge potential at the north, as well as to the northwest.

Hon. Mr. Carton: May I say this, and officials of the ministry I am certain would bear this out, the present minister is very interested in GO North.

Mr. Deacon: We will just be watching and

working with you with interest. I assure you, you will have nothing but co-operation as long as we are going to get some service. Those GO buses are ideal when they are in the country, but, as soon as they hit the crust of the city they've had it. They could be fine in offpeak hours.

The next point I want to bring up—the problem of the total transportation picture. Our Markham “one-way wonder” has been changed into the “Stouffville streak,” as of about a year ago, and we have two-way service. But there is only one train in the morning and one train at night. If you don't catch the train going home at night you are in trouble.

In our total transportation picture why can't we get co-operation worked out with the Gray Coach Lines so that they work in a complementary fashion, not a competitive fashion to our trains? They don't seem to recognize the tremendous potential of a common commuter pass which can be used on bus or rail, so that people can take a service by bus in the offpeak hours that could be just as fast as the rail, leaving the rail lines free for freight movement in off hours. It is for the commuter hours that we have to think about the use of rail, and if we can—I'm sure that we could work out a system for the sharing of passengers between systems and then we could work out an allocation of the revenue received—if this could be pursued and this is the department that can do that.

Has anything been done in that direction to integrate our GO trains, our GO buses; our Gray Coach system—the whole thing?

Hon. Mr. Carton: Not to my knowledge.

Mr. McNab: There has been. We have undertaken integration as much as possible on the Lakeshore line with the TTC.

Mr. Deacon: That's for pickup and delivery at the stations—I understand, that's true.

Mr. McNab: And what you say I think is quite valid in the overall sense and will really be the salvation of transportation in this area. We can integrate the scheduling of all modes of transit, as you have in mind—the type of thing that is going on in Stockholm, in Hamburg and a number of other places.

Mr. Deacon: And ticketing.

Mr. McNab: This is right. Of course it's all tied into one in this sort of confederation

and I think unquestionably they are going into it in the Frankfurt area.

Mr. Deacon: What are you doing now we have had the GO system going since—what, 1968—four years? What have we done to really recognize offpeak needs? The fact that if a person is really going to switch over to public transportation he's got to have a total schedule and some hours it doesn't pay to run an empty train up and down the tracks, but a single bus could do the job.

Mr. McNab: Of course, what we have been directing ourselves to, as well as we can, was the co-ordinating of these during our peak hours.

Mr. Deacon: I recognize the peak hours are important. But a commuter—anybody who occasionally likes to stay down for a show—he can bring his wife downtown and then not have to bother with the car. It's the total picture—the all-round transportation picture where we don't roll up the tracks and everything at 12 o'clock; we do provide alternatives at all times.

Mr. McNab: This is true, but what we have to bear in mind too is that some consideration has to be given to overall cost or the whole system.

Mr. Deacon: That's correct and very little consideration is being given to overall cost. When you take a look at how many people are sitting on those GO trains at some of those offpeak times maybe a different mode should be used. It might be a bus at offpeak hours—it would cost much less to operate than the trains.

Mr. McNab: We have a problem when you mention the offpeak hours on our GO Transit. The fact is that the peak hours do not completely cover your work shifts. You get into either two or three work shifts and it costs us very little. But we have reduced some of our poorer patronized trains.

Mr. Deacon: One of the points that comes up again here is the fact that Dr. Soberman's study didn't suggest the use of the labour unions to help solve this problem and I wonder whether the minister's department has made the same mistake.

I find that these unions are certainly not going to give anything up to their employers directly but when they are called in to help solve a public problem, which could be of total benefit to their employment opportunities, they are very co-operative and very

constructive, and when they are not put out in the open in undermining their own existing position, but something has developed that could be in the long run much more to their liking and for the public good.

Mr. McNab: Of course, one of the problems we have is that these union agreements cover the whole nation.

Mr. Deacon: Yes, but have you ever called in the head of the Brotherhood from Ottawa and some of these folks and said "Can you help us in this?" Have you ever done that?

Mr. McNab: No, we haven't.

Mr. Deacon: I think you'd find it quite rewarding. I've sat down with these chaps and I've found they are really anxious to work out something, but they are not going to sit down with the CN to work it out. They have got a contract which they are not going to undermine their position on, but if you work with them just as closely as you have worked with CN in the past—or tried to work—you'd probably have made some tremendous progress.

Mr. McNab: It would be the same contract, Mr. Deacon.

Mr. Deacon: It's not the same contract. You can forget the contract when it gets to solving a problem. When they are sitting down with the CN they have a contract they are working on, but when they are talking to you it's just like with the CN—if you put the total problem to them and get their idea about a solution you'll find the Brotherhood has total ideas of how it might be solved and they are not going to be featherbedding either. When you don't put them in a position where they are in conflict with each other, as you are if you operate in the way we have in the past. I suggest that you would learn a lot if you called them in to help in an informal way. I think the member for Thunder Bay perhaps would be able to give us more information on that, but I have found them very co-operative in talking to them so far. I have had some excellent ideas from them.

Is there anything further on the skip scheduling? Did you do any investigation on that? That means, of course, cutting out certain stations so your trains can express right through—

Hon. Mr. Carton: I know. One of the CNR boys mentioned this to me.

Mr. W. T. Howard (GO Transit Branch): Madam Chairman, we have been in many dis-

cussions with Canadian National over a number of years, as Mr. Deacon knows, regarding both skip-stop and zone scheduling. The fact that we only have a 20-minute headway—and we are restricted to a 20-minute headway on our existing operation—more or less precludes putting in skip-stop operation because in effect this makes a 40-minute headway at the station you skip.

Mr. Deacon: Sorry to interrupt, but do you mean to say that after we spent \$7.5 million, or whatever it was, on line improvements when the service was initiated, including new signalling, we don't have any better than 20-minute headway on the signalling?

Mr. Howard: That is correct. The 20-minute headway was laid down in the original schedule attached to the agreement in 1967. The railway stipulated that this was the schedule we were able to operate for the amount of improvements made in the track and signals, and that we could not better this headway situation without their approval.

At the present time—you have asked about ongoing studies—a group in the CNR and ourselves are presently looking at all the various ways that might be brought in to improve service on the lakeshore corridor, both in increasing capacity and increasing schedules or shortening travel time.

Mr. Deacon: Have you spent any time studying the lakeshore service in Montreal as to how they have achieved their improved performance? Have you looked at the skip scheduling and the signal system that permits them to do that?

Mr. Howard: I am not quite sure whether there is conflicting traffic on that line or not, Mr. Deacon.

Mr. Deacon: There is a heck of a lot of traffic on that line!

Mr. Howard: The point is that the railways in Montreal, both CN and CP, are operating both freight and the commuter services and, as such, I think they would naturally give much more credit to their own operations than they would in this particular case.

Mr. Deacon: Yes, but don't you think, though, that it would be of great help if you knew intimately—which it is possible to find out with the qualifications I am sure you have—just how they have managed to put in this skip scheduling? It has had a remarkable effect on the passenger patronage. Have you

studied the difference in their increase in passenger traffic on that line, compared with yours over the last four years?

Mr. Howard: We are very familiar with the Canadian National operation in Montreal.

Mr. Deacon: I am talking about the Canadian Pacific lakeshore line.

Mr. Howard: The Canadian Pacific line?

Mr. Deacon: The Canadian Pacific lakeshore service last year introduced double-deckers because they couldn't handle the traffic on single-decker cars. Have you studied the increase in traffic on that line over the last year?

Mr. Howard: We have looked at the decision by Canadian Pacific to introduce double-deck cars on that line.

Mr. Deacon: But have you studied the increase in traffic that has been enjoyed by that service, compared with the increase you have enjoyed on your lakeshore service?

Mr. Howard: No, we have not.

Mr. Deacon: Mr. Minister, if you look at Hansard four years ago, I was appalled at the then minister comparing our service with a practically defunct service in the United States, instead of comparing our service with the most successful ones, namely Chicago Northwest and the Montreal lakeshore service.

I feel that one of the directives that this minister should give to those operating our GO train service is that they should look at what the most successful people are doing—not the least. I thought that by now Mr. Howard would have known exactly what the situation was on that service. I really regret hearing that he doesn't.

But I would appreciate knowing about the double-deckers, because that was the next point. What is the reason for the decision on the double-deckers? Why are you not building double-deckers to replace your existing cars and using the older ones on the Brampton line?

Mr. Howard: Madam Chairman, Mr. Deacon, once again, as far as double-decked equipment is concerned we did study the Canadian Pacific cars very thoroughly. We have received a lot of information from CP with respect to the operation of the nine double-decked cars that they put into service.

The reason behind their going to double-decked cars is that they had, as you know,

to scrap or almost scrap a number of old cars that they had on the line that had to be replaced, and the decision to go to double-decked cars was at the time a good one. The cost of double-decked cars at that time—I believe they paid in the neighbourhood of \$300,000 per car—

Mr. Deacon: Well, you are about 10 per cent out—but it's \$270,000.

Mr. Howard: The only builder of double-decked cars in Canada—Vickers in Montreal—built the nine cars for CPR. It is my understanding that they are not too anxious to build any more, that they lost a great deal of money on that contract.

Mr. Deacon: It's the first time they'd built cars and I think they learned a lot, as you say.

Mr. Howard: They are presently building 133 bodies under a licence from CGE, I believe, for delivery to New Haven Railroad and are behind schedule on that contract. We investigated the possibility of putting double-decked equipment in on the lakeshore and releasing some of this equipment for the Georgetown line.

The costs that we were provided for building double-decked equipment at this time put it up in the neighbourhood of \$500,000 per car, and I think—

Mr. Deacon: That's about \$100,000 more than I understand you could buy them for, but that's—

Mr. Howard: I think, as the minister pointed out to you, Mr. Deacon, the cost-benefit ratio here is certainly not what we would feel is good business, particularly when we have been looking at the development of a new type of double-decked car; something that will carry much more than 164 seated passengers, something that will seat probably in the neighbourhood of 225 and hold another 110 standees, which would give you much better capabilities as far as double-decked equipment is concerned.

Mr. Deacon: What do you consider the economics in this total picture—the cost of the car?

Mr. Howard: We are figuring the cost of the car, the savings on wheelage payments to the railway—all of these things are being taken into consideration.

Mr. Deacon: What addition to wheelage payments are you considering?

Mr. Howard: May I have that question again?

Mr. Deacon: What, in addition to wheelage payments to the railway, are you considering?

Mr. Howard: Well, that is the only indirect cost that could be associated with the operation of the double-decked equipment.

Mr. Deacon: You certainly have crewing costs, because you have 70 per cent greater carrying capacity per car.

Mr. Howard: I am not sure whether Mr. Deacon is aware that we have now been able to reduce the crew consist on our locomotive-hauled trains down to four as of May 1, as a result of a study carried out by the railway and the brotherhoods, at our request, to determine the full crew consist necessary to operate a GO-type train, and I'm talking about our existing design.

As a result of this study the brotherhoods agreed to take one man off the locomotive-hauled trains. There is no thought in mind that this would apply to any other than the conventional equipment that we are going to operate on the Georgetown line.

The costs associated with the Georgetown line were determined on the basis of the agreement by the brotherhood to allow us to operate this type of equipment with a four-man crew.

Mr. Deacon: I think if you used passes instead of the conventional ticketing you probably would be able to get some agreement on these double-deckers, even though you have 70 per cent greater carrying capacity in a double-decker at least. Now, your point about development of new cars leads me up to the last point I'd like to suggest to the minister.

Hon. Mr. Carton: Wait a minute, Don. Who finances this Montreal commuter thing; this is what I'd like to know?

Mr. Deacon: The CPR.

Hon. Mr. Carton: It's not the provincial government?

Mr. Deacon: No, it's a straight—the CPR operates the lakeshore run, the CN operates the others. They parcelled them out to each other, they allocated themselves out, and when the CPR took on the lakeshore run, which was only about five years ago when they decided to parcel this out—

Hon. Mr. Carton: But they are masters of their own house on their scheduling and everything, what—

Mr. Deacon: That's correct, and of course—

Hon. Mr. Carton: It's not a fair comparison.

Mr. Deacon: —this gets back to the original point, because if we really knew what they were doing there and we knew that in our negotiations and in our talking to them, we could get a lot more out of them than we are getting, because we really don't know what is going on.

Hon. Mr. Carton: Well, I will know before I go to Ottawa and see Mr. Jamieson, I guarantee you.

Mr. Deacon: You just ride those trains of theirs a few times and you talk to the people. In one station alone—Valois—in one of those morning trains 900 people got on one train—900 people in one train. It's just fantastic to see the mob get on these double-decker cars. And they can carry, of course, with nine cars, 1,500 to 1,800 people. Those trains just highball right down to Windsor Station and those people can get downtown 20 minutes faster by train than they can by car.

Hon. Mr. Carton: Well, why is the federal government subsidizing them, and not us?

Mr. Deacon: They are not subsidizing them. That's the Canadian Pacific Railway. There's no subsidy at all.

Hon. Mr. Carton: The CN, you mentioned, is in on it.

Mr. Deacon: The CN is in on the other service, but the other service operated by the CN—

Mr. Stokes: They are not subsidized on the operating cost. It's the cost of the long-standing debt that they are subsidizing, not the operating cost.

Hon. Mr. Carton: I have heard that, too.

Mr. Deacon: But as far as the CP is concerned, there is no subsidy on that run, and people within the CPR tell me that they are hard pressed to show any operating loss on that. They always find a way of doing it, but he said they really have to dig out some figures a long way down in order to justify a loss, because they're actually making a profit.

They gave instructions to their operating people when they parcelled out that run a few years ago that they were to study what changes were necessary in the system to make it pay, because they recognized that there in Montreal was the head office of the CPR and they were not going to be able to give up that service, they're going to have to make a go of it. Based on the studies that the personnel carried out with the passengers they found that time was essential—improving the time, improving the convenience and improving the whole overall service as far as the personnel and everything like that was concerned. They really went to work on those three factors and they've had tremendous success.

If you study your gains in patronage and GO North with our heavy subsidy of \$1 per passenger practically—I haven't got the figures right here, I may be off in that figure, but a very healthy subsidy we've had each year for this service—and compared to their operating at a lower fare than we do and making a profit on it, is something we need to look into.

Hon. Mr. Carton: I'd like Kirk Foley to speak to this, because Kirk has some information on that.

Mr. Foley: Madam Chairman, Mr. Deacon, with great respect, the CPR has filed two petitions to the Canadian Transport Commission within the last two years, both asking for a 10 per cent fare increase on their Montreal commuters. The current Act—the Railway Transport Act—suggests that there is no subsidy directly for the commuter runs, including Montreal, but that the railways have the capability to ask the CTC to undertake a costing investigation of those commuter facilities.

They have done this twice. The director of economics for the Canadian Transport Commission has been in my office on a number of occasions and asked us to assist them in a costing methodology for commuters. In both cases the CTC has come down with a decision, the last one being no more than two or three months ago. I can't remember the exact date, but I can get you copies of those decisions. Both of these decisions have undertaken a costing investigation of Montreal rail commuters operated by the CPR.

In both cases the Canadian Transport Commission has indicated that the CPR endures a loss, and a considerable loss, on all of its commuter operations in Montreal, and that a 10 per cent fare increase, while it would

alleviate the loss, would not completely erode it.

One of these was made public within the last two or three months. This is an off-the-top-of-my-head guess, but the CPR enjoys a subsidy on overall operations, under the Railway Act, of something in the order of \$35 million. This includes grain subsidies—

Mr. Deacon: Yes.

Mr. Foley: —and feed grain subsidies and so on. But as for their total corporate operations, it's on a declining basis and they have had these two investigations into their commuter operations. Both incur a loss.

Mr. Deacon: Right. Well, both those, at the present rate, may be at a loss at the moment. But their present rate works out to about 3½ cents per passenger mile, while yours works out to about four cents per passenger mile. Were they to have an increase of around 13 per cent they might be up then to our fares.

Mr. Foley: Sir, if I could dispute one other fact, and that is the method that they're using in costing. The CPR would not acknowledge the number you just quoted. The CTC has removed a number of the costing items from what the railways consider to be commuter-oriented costs.

Mr. Deacon: That's correct. I know the CPR doesn't, and this is what personnel in the CPR told me. If you look at their basis of costing the commuter service is carrying most of the cost of operating Windsor Station and the rail lines into Montreal; they're taking the major burden because they've cut back so many of the other passenger runs that formerly took a share of that. That's the basis of it. The more you cut back in the way of service the more load of fixed plant they can allocate to the commuter.

Mr. Foley: The significant feature, I think, is that even with the 10 per cent fare increase, twice in the last two years the CTC has said that that would not remove, by quite a considerable amount, the actual loss incurred on running commuter services in Montreal. So they in no way make a profit.

Mr. Deacon: I think, Mr. Foley, it gets back again to how much you expect the commuter service to carry that huge investment they have in the Windsor Station and that run in there. Because it's got back now to where there are very few CPR passenger runs

out of Windsor Station. The commuter service has to carry it all.

Mr. Foley: Sir, the CTC removed those items from the costing inquiry.

Mr. Deacon: I would like to see those items, if you say they have been removed. I don't understand. They have removed a lot of items from them, but they didn't remove all that.

Mr. Foley: The removed the Windsor Station costs from the commuter operations and said that those were not rightfully appropriated. If you discontinued the commuter operations, those costs would still occur. There is a costing order of some 280 pages that deals with these matters.

Mr. Deacon: I would appreciate seeing that costing order and maybe we can comment on that afterwards—

Mr. Foley: I could make that available.

Mr. Deacon: —and have somebody who is more informed about the change in situation. I do know that the people running it were very impressed, as are the commuters in Montreal, by the quality of service. The rates they now charge—or they were charging—have been well below ours. I don't know whether they have gone up; they worked out to below ours a year ago when I was riding the trains and checking them. I don't know how they are right now.

Coming back again, Mr. Minister, I hope you will have spent some time investigating that because I am sure you are going to be in trouble on this.

The last thing I was going to talk about are these double-decker cars. We do need the redesigned cars. We spent a lot of money—or the federal government did—on designing an Arrow plane that was scrapped. It's too bad that we, in co-operation with the federal government, haven't done a little research on designing a new light double-decker car that would be useful in Vancouver or Edmonton or almost any other place for commuter service, and maybe for other types of service as well.

The types of cars the CPR had constructed are still traditional heavy cars; they aren't nearly as suitable for this short-run service as a new car could be. Perhaps it would require an order for as many as 100 cars to justify the engineering. I'm sure that with the requirements we and Montreal and other cities of Canada could have for

these cars in the future, the engineering could be well justified, and I suggest you look at that.

When we look at the length of platforms we have to consider—if we are trying to carry a lot of people on one train—and the limitations on headways between trains, it's very important to be able to get as many people as possible in the shortest possible train and still make them comfortable. For that reason, I suggest we should not be ignoring it and we should actually move as fast as possible to work out a design programme for new cars.

I think I have taken enough of your time, but I do appreciate the opportunity to give my annual harangue.

Hon. Mr. Carton: Before we leave this—would that we had a spokesman like you! There are a lot of Liberals in Ottawa representing Toronto, and I don't hear them talking particularly like you. What is the attitude of the—

Mr. Deacon: Do you know the problem that the Liberals have in Ottawa?

Mr. Stokes: They quit! Givens and Hellyer, they just quit.

Mr. Deacon: You know, the problem is that they don't get the mail about commuters. For some reason or other they get practically no letters from people. The federal government has not done much about the railways; and the provincial government has, to its credit, done something. You're being blamed for the lack of service, even though they have a responsibility.

Hon. Mr. Carton: I am sure there is a Metro Liberal caucus in Ottawa and I would that you spoke to them before I go down to see Mr. Jamieson.

Mr. Deacon: May I tell you that they have heard a lot from me about this. They say nobody writes them about the service; not even Barney Danson, my counterpart, gets complaints about commuter service. But I do! I am just hoping that we, as a province, can start screaming and screaming loud.

Madam Chairman: Thank you, Mr. Deacon. Mr. McIlveen.

Mr. McIlveen: Yes, I want to follow a little on Mr. Deacon's line. Mine isn't up in Richmond Hill or Orangeville and Georgetown, but it is in Oshawa. With the expan-

sion of GO Transit to Pickering, isn't it time we took another look at that rail system and put it through to Whitby, Oshawa and, possibly Bowmanville.

On page 14 of the GO evaluations and alternatives for expansion, GO Transit in 1969, it says:

CNR estimates that a capital expenditure of \$12 million on track and signals would be required if GO service were to be extended to Oshawa. In addition, stations and car lots would need to be constructed and extra equipment would be required; a further investment of approximately \$2 million.

Are those figures erroneous, Mr. Minister?

Hon. Mr. Carton: I understand it is considerably more than that.

Mr. McIlveen: Well, this is your own paper.

Hon. Mr. Carton: What date is that?

Mr. McIlveen: January, 1969.

Hon. Mr. Carton: I will have Mr. Howard give you up-to-date figures on it.

Mr. Howard: Madam Chairman and Mr. McIlveen, those figures that were reproduced in the 1969 report were the figures that were available at the time. From current estimates, it would probably be in the neighbourhood of a total of \$20 million for track, signals, parking lot expansion and new equipment necessary to extend the service. It would probably be over \$20 million, at this current date.

Mr. McIlveen: Could it be \$40 million maybe three years from now? It is just about that simple; it is certainly not going to get any cheaper. I think a lot like Mr. Deacon on his correlation of GO Transit bus and TTC buses, which are Gray Coach. There is a lot of overlapping. I think your tickets could be put together, your parking could be put together. The city of Oshawa right now is studying a downtown transportation terminal with a parking garage. With the province's interest in rapid transit and commuter services at its peak, the city would like the province to take part in that downtown terminal and see if everything could be tied together.

Has there been any dialogue between the city of Oshawa and your department? I know there has; I shouldn't really ask that.

Hon. Mr. Carton: How recent, I guess—

Mr. Howard: Yes, there has been a continuous dialogue. We have been working very

closely with the city of Oshawa and the Gray Coach Lines, who are responsible for providing the service for GO Transit between Oshawa and Toronto. In the development of the proposed new terminal in downtown Oshawa, as a third party we have had very much of an input into this as far as determining our requirements with Gray Coach Lines for the provision of this terminal. It is my understanding that the terminal is not for the use of the city itself; the city-operated transit system will not make use of this terminal. It is strictly for the requirements of intercity travel, such as provided by Gray Coach Lines and GO Transit.

So we certainly have had a lot of dialogue with Gray Coach Lines and the planning commissioner of the city of Oshawa in this regard.

Mr. McIlveen: Have you now got any plans for extending the rail eastward from Pickering, or is that in your five or 10-year projection?

Mr. Howard: The total lakeshore corridor is now being studied, as well as the lines that are being studied by Dr. Soberman. We have a lakeshore study as well going on.

Our experience has shown that once you get beyond this 25-mile radius, that the demand for commuter service has dropped off sharply. As an example, we operate two trains out of Hamilton every morning, five days a week during the peak hours; one arriving at Union Station right at 8:27. In 1967, when we started the service, there were 43 people using these two trains out of Hamilton. At the present time, there are 17.

This is a prime train leaving Hamilton and arriving at Toronto Union Station right at the peak of the peak, and fewer than 17 people make use of that train on a daily basis out of Hamilton. The bus service—

Mr. Deacon: It is \$10 for the trip to—

Mr. Howard: —has attracted most of the people away from the train. The two trains arriving during the peak hours from Hamilton are used very little.

Mr. McIlveen: Why?

Mr. Deacon: What is the elapsed time of travel?

Mr. Howard: One hour and five minutes.

Mr. McIlveen: This is what I would like to explain. I spent some time in Tokyo and I

went over 100 miles from Mount Fuji to the downtown Tokyo terminal in less than an hour and 20 minutes; and that was on the Bullet.

Mr. Howard: That is on an exclusive right of way.

Mr. McIlveen: That is on an exclusive right of way, and it really whizzes through.

Mr. Deacon: It makes money.

Mr. McIlveen: And it was only about 40 yen.

Mr. Deacon: That is \$10 for the trip to Osaka.

Madam Chairman: Do you have very much more, Mr. McIlveen?

Mr. McIlveen: Well, I want to speak about the Greenbelt Drive between the two tiers of municipalities. Is that going to be called "Greenbelt Drive," or a transportation-communication corridor? And have you any plans for that now? How far are they going to come down?

Madam Chairman: I think perhaps we had better continue then at 8 o'clock, Mr. McIlveen, if you don't mind. So we will recess now until 8 o'clock.

Mr. McIlveen: I have to introduce the member for Durham (Mr. Carruthers) tonight at a senior citizens' affair in Oshawa so I won't be here. Maybe it will be going tomorrow, because I want to try to criticize your plan, as I did in Education, about GO Transit not paying fares or half fares to students.

Madam Chairman: The deputy minister says it will be quite a lengthy answer.

Hon. Mr. Carton: This vote won't be on tomorrow. You are not going to be here tonight?

Mr. McIlveen: No, I can't.

Hon. Mr. Carton: This vote won't be on tomorrow, so you might as well get an answer.

Mr. McNab: I can just speak generally about the greenbelt. They are service corridors, and in all the committee work and the joint work that is going on, they are definitely considering road transportation and public transit, as well as utilities, in the same corri-

dor. There will be provision in the property we acquire for it and in the design.

Mr. McIlveen: Is it going to be the same design as GO?

Mr. McNab: Oh, not necessarily. No, I don't think it would be.

Mr. McIlveen: Mr. Minister, could I ask another thing, too? When I was speaking in the Education estimates, I mentioned a student in Oshawa who gets a \$1,000 grant to go to radio college here in Toronto, but he has to spend \$700 going back and forth. However, if he got half fares, as college and university students do, it would be only \$350.

Hon. Mr. Carton: Well, this is government policy. I will bring it to their attention, but it is not within the capabilities of this ministry. This is government policy.

Mr. McIlveen: How do you mean, government policy? You are part of the government.

Hon. Mr. Carton: Right, but I am not the whole government. There are certain things I make decisions on and certain things I don't, and this is one area I do not make the decision; it is the cabinet.

Mr. McIlveen: Yes. Well, they seem to penalize some students.

Madam Chairman: Thank you, Mr. McIlveen.

Mr. W. Newman: Is that vote carried?

Madam Chairman: Is item 1 carried? No? Well then, I think we had better recess until 8 o'clock. Thank you.

The committee took recess at 5:05 o'clock, p.m.

CONTENTS

Monday, June 19, 1972

Construction programme, concluded	S-1361
Public operations programme	S-1368
Recess	S-1383



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications

Chairman: Mrs. M. Scrivener

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

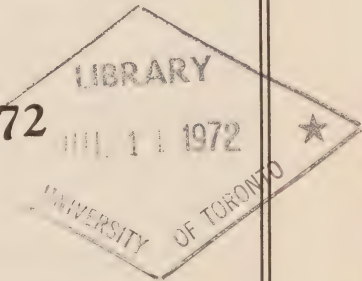
Monday, June 19, 1972

Evening Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

MONDAY, JUNE 19, 1972

The committee resumed at 8:10 o'clock p.m., in committee room No. 1; Mrs. M. Scrivener in the chair.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

(continued)

On vote 1904:

Madam Chairman: Mr. Minister and gentlemen. The meeting will come to order.

The substitutions I have this evening are: Mr. R. F. Nixon for Mr. Braithwaite; Mr. Young for Mr. Cassidy; Mr. Ruston for Mr. Haggerty; Mr. Ferrier for Mr. Martel; Mr. W. Newman for Mr. Walker.

We are on page 248, vote 1904, discussing item 1; and I have Mr. Young as a speaker.

Mr. F. Young (Yorkview): Madam Chairman, we've had quite a discussion on GO Transit, and I don't want to raise the same issues that were raised this afternoon. The hon. member did cover the ground pretty thoroughly.

I would simply re-emphasize what he said about the acquisition of the rights of way, because I suspect all those rights of way have been paid for out of public funds. The Canadian National rights of way are clear enough and anybody who's read Pierre Berton's books would realize that Canadian Pacific also, likely, were paid for out of the public treasury, even though they're owned privately.

So I think the minister ought to go down to Ottawa and bang the table a bit with the assurance that he has 100 per cent of the hon. members of this Legislature behind him in breaking through that deadlock in getting use of these publicly owned or publicly paid for rights of way out of the city of Toronto. And until we do get that breakthrough I suspect we're going to be pretty well frustrated for a long time to come.

Mr. J. E. Stokes (Thunder Bay): Take your shoe off, if necessary.

Mr. Young: Yes, right!

Now, I have a little quarrel with the hon. member for York Centre (Mr. Deacon) when he says that the next GO line ought to be up to Richmond Hill—

Hon. G. R. Carton (Minister of Transportation and Communications): We knew you would.

Mr. Young: —instead of to the northwest. Of course, I didn't argue with him this afternoon, particularly when he said that we could have a sort of shuttle service from the one place to the other.

In connection with this projected line, I want to ask a couple of questions. I notice that the minister has announced that we're going to spend \$4 million on the right of way for whatever's needed there, and about \$6 million in rolling stock. The original survey in 1969 said that this right of way—track, signals, etc., station lots and so on—would come to something like \$31.8 million; and so I presume there's not very much change taking place in the actual trackage and signalling on that line. I don't know what the reason is for this discrepancy of the original estimate and the present \$4 million which is going to be spent. I wonder if we could get—

Hon. Mr. Carton: It's just \$4 million to do that, Fred. That's part of the capital outlay.

Mr. Young: Part of the capital; that's the beginning. But in the 1969 report—that's this one I guess; yes, transit evaluation—it mentioned a figure of \$30 million for track, signals and \$1.8 million for station lots, etc.

Hon. Mr. Carton: That was for full service.

Mr. Young: Full service?

Hon. Mr. Carton: Like the GO on the lakeshore.

Mr. Young: I see. And what kind of service is now being projected? I notice—

Hon. Mr. Carton: Well, there'll be three trains in the rush hours, half an hour apart—that's my understanding.

Mr. Young: Morning and evening?

Hon. Mr. Carton: Right. And then the other in-between times are being studied.

Mr. Young: So that the present trackage is adequate for that kind of service is it?

Hon. Mr. Carton: Yes.

Mr. Young: Except for the \$4 million improvement?

Mr. A. T. C. McNab (Deputy Minister): I might just say that there would have to be some track modifications because of the existence of a great number of plants close in to Toronto, in the outer fringes of old west Toronto; there's a lot of shunting. This is a single line and they shunt on the main line; in a few areas like that we have to provide a passing track.

Mr. Young: So that eventually, when the thing is built up to full service, you'll have to double-track and signalize and all the rest of it?

Mr. McNab: Whatever is done—if this proves a success and they go on with this type of thing—all this will be salvaged. In other words, this will not be wasted, in that it would fit in with any expansion of the service.

And also, in that \$4 million, there's some signalling, not much, and the provision of some additional station, such as West Toronto where they have to have an interface with the Bloor subway.

Mr. Young: Well, fine! That means, then, that the coaches that have been ordered will be adequate for that service. I suppose the new coaches go on the Lakeshore line and the old ones go north or—

Hon. Mr. Carton: Not necessarily.

Mr. McNab: They're the same coaches, sir.

Mr. Young: I see, I thought the ones with some years of service now might go on the new alignment, although I suppose they'll be interchangeable and mixed up a bit.

Now the other matter I wanted to raise was this bit on the extension up to the north through the industrial area to Woodbridge and just how much that has been considered. I suppose that's part and parcel of the study that's going on, but I wonder if that has been examined at all with the idea of getting traffic off 400 and downtown—the idea of serving that industrial area, York University

and the 160,000 people who are going to live up there.

Hon. Mr. Carton: This is the idea of the CPR and the parking lot you were mentioning earlier in the estimates, isn't it?

Mr. Young: That's right.

Mr. McNab: In respect to that particular line, its future falls under the influence of two studies; one, of course, is the Soberman study, and the other is the overall study that is going on in conjunction with Metro Toronto. The joint provincial-Metro committee will be looking into that particular line, along with all the other lines, and applying that as one of the possible solutions to the overall transportation problem, particularly in so far as rail lines are concerned.

But both those studies will be coming up with recommendations that will have an influence on the very matter you raised last year.

Mr. Young: Of course, that well might be part of the line between the two airports. If it goes across the north of Metro and over to the Pickering airport, this might be one of the logical ways to go. You wouldn't follow the line of the new railways north anyway, because those are too busy, aren't they?

Mr. McNab: Well, something connecting those cores would have to be very high-speed and exclusive I would suggest.

Mr. Young: Yes, so you can't give us this.

Mr. McNab: Without any deep study on my part, it would occur to me that this would—

Mr. Young: That they would have to have their own tracks?

Mr. McNab: Yes.

Mr. Young: Well, the question in my mind in connection with this is that if we are thinking of this in the long run, there is the matter of land being used up rapidly. As I mentioned, there is one logical station on this line just south of Wilson Ave. that now is being developed into a subdivision. There is the area at Finch, where one logically would divert traffic from 400 to get them on the GO trains coming downtown.

How long that land will stay I have no way of knowing. There is a lot of land there now, and perhaps you should be seriously considering adding some of this

property to your land bank. It certainly is not going to lose you money in the long run, and it may be the only way you are going to have to hedge against future high costs in acquiring land if and when you do put in this kind of an extension to GO Transit.

Mr. McNab: Well, I think you have to bear in mind that, for instance, consideration of the 407 and 403 transportation corridors at the present time include provision for some form of rapid transit. In other words, the right of way will be provided for this within the property limits. I think you also have to bear in mind that when we are talking of public transit, either new modes or even stepped-up existing modes, we are finding that they would be feasible on hydro rights of way. Hydro is quite interested in utilization of these corridors for things other than the transmission of power, and we feel that if they are running in the right direction—I am referring now, of course, to the Hydro lines—

Mr. Young: Yes, the east-west hydro lines.

Mr. MacNab: —there is a distinct possibility that this is one of the many possibilities. And I think you have to bear in mind too that this type of transportation we are referring to now is very economical in so far as right of way is concerned. We are not talking about even needing 100 ft—100 ft would be maximum—you probably could get along on half of that for some of these modes and have a double track.

Mr. Young: So the whole matter is in the realm of study at the present time and we hope we will have some of the answers in 2½ years.

Mr. MacNab: Well, we are going to have a report on one study, the Soberman study, before that time, I would hope. Certainly from what Mr. Jamieson said to the minister, it is very hopeful; and the report is imminent, I think.

Mr. Young: Imminent. The politician's word, eh?

Mr. MacNab: Maybe I was putting words in his mouth, but it was something along that line.

Mr. Young: Perhaps he is going to make an announcement, on the 27th is it?

Hon. Mr. Carton: This may be, it just may be.

Mr. Young: So we hope that will work. I think that is all I have, Madam Chairman, I don't want to prolong this argument.

Madam Chairman: Thank you. Mr. Kennedy.

Mr. R. D. Kennedy (Peel South). What timing!

Well, I know the GO Transit item has been on, Madam Chairman, for some period of time; and so to head off the possibility of repetition I'll be parochial for a change, if I may.

Hon. Mr. Carton: Everyone else has been.

Mr. Kennedy: Pardon?

Hon. Mr. Carton: Everyone else has been, so go ahead.

Mr. Kennedy: Have they? So what's new with highways?

I want to ask first about the possibility of the expansion of the existing Lakeshore line, out into the west particularly; and you may have touched on this, as to the limitations.

My understanding is the capacity is something in the order of 20,000 a day on the whole line and we are up to that. In rush hour I have complaints from people who have to stand, and that the capacity of the sidings is reached when you have something in the order of a 14-car train. So they can't be increased without substantial capital improvements to sidings and so on.

Hon. Mr. Carton: Part of the order for new cars that we put in when we announced the Georgetown line, part of that order will be going on the Lakeshore and it will increase our capacity by about 3,000 passengers.

Mr. Kennedy: Over the whole line? What is the maximum length of a train?

Hon. Mr. Carton: You mean car length? How many cars?

Mr. Kennedy: The cars, because I understand in rush hour if you have a 14-car train now you can't have 15 cars because this is maximum. Or is it 10, something in this order?

Hon. Mr. Carton: Let Bill Howard speak to this.

Mr. Kennedy: Bill.

Mr. W. T. Howard (Director, GO Transit): Madam Chairman, Mr. Kennedy; the present maximum train length on our trains is 10 cars. This is brought about not

by the locomotive power but by the auxiliary generating power on the locomotive that provides the heat, lighting and air conditioning and so on for the coaches themselves. We have the largest auxiliary generating unit available on the locomotives to provide this power, and it only provides enough power for 10 coaches. So our limitation at the present time is 10 coaches.

We do have a study underway at the moment to try and improve the injector system on this auxiliary generating unit so we can have an increased output in the auxiliary power supply, so we might be able to get as high as 12 cars; but our present maximum is 10. So we are talking about 940 seated passengers per train in maximum and another 400 standees on a 10-car train.

Mr. Kennedy: Will the sidings, and so on, take these longer trains? Or is the only addition necessary the higher powered locomotives?

Mr. Howard: Yes; we don't have any problem with sidings because we operate entirely on the main line along this Lakeshore line, with the exception of the Oakville and Pickering ends, and we have sufficient length in side trackage to accommodate longer trains.

Mr. Kennedy: Fine!

Secondly, there was to be improvement of station facilities all along the line, out in the suburbs apart from the Union I guess. How is that coming along?

Mr. Howard: I think the member will be pleased to hear that the Port Credit station, being number-one station on the system, will get first treatment.

We now have underway a programme to improve the passenger facilities on the Lakeshore line, and we will be starting the Port Credit station shortly, probably within the next month or so, as soon as we complete the design to improve the facilities there; and then this will be developed further along the line on the basis of the volumes of patronage by station.

Mr. Kennedy: What is the installation to be, is it a station-like facility?

Mr. Howard: The installation is to be a better passenger handling facility, primarily on-platform.

As you know, we have only the small shelters on the platform at the present time. We are going to remove the existing underpass, canopy-type arrangements we have and

replace them with a more permanent-type installation. We will build much larger, on-platform passenger shelters, with benches, etc.

Mr. Kennedy: Obviously, it would need to be a mutual arrangement with the CNR. Do they utilize this facility at all; or is it to be strictly GO, with their concurrence?

Mr. Howard: It is with their concurrence. There is no utilization by the Canadian National at any of these stations.

Mr. Kennedy: And no funds from them?

Mr. Howard: They have no passenger operating rights between Oakville and Pickering. They cannot use these stations; we have exclusive use of the stations.

Mr. Kennedy: Oh, I see! That is as it was originally, isn't it?

Mr. Howard: It is still this way.

Mr. Kennedy: Last week, Mr. Minister, I mentioned the development taking place now in Erin Mills and the fact Markborough Woods needs a cloverleaf at Erin Mills Parkway, and so on. Last Saturday's Star mentioned something about Erin Mills and that they expect a population of 15,000; they have 600 units now built, and it is really going ahead very rapidly. There is apparently to be a period of time before highway facilities are improved, so I have two inquiries to make.

I don't know if Erin Mills and Markborough Woods developments were included in highway studies at the time the judgement was made with respect to this cloverleaf. At that time you said it would receive urgent priority; that is the word in your letter. I was wondering if in the existing rating of this—

Hon. Mr. Carton: Is this on GO Transit?

Mr. Kennedy: Well, I am leading into this, because I have an option for you.

Hon. Mr. Carton: Thank you.

Mr. Kennedy: I was wondering if you would look into this point and whether it was taken into account when the priorities were set for highway facilities. If you would record that, and perhaps give me a reply on it.

Now the other thing I would like to ask—

Hon. Mr. Carton: It is taken into consideration.

Mr. Kennedy: Yes, okay. What about the possibility of using the CPR line that runs out through Streetsville and bringing it into the GO-type system?

I don't know whether this has come out during the estimates or not. Markborough Wood and Erin Mills are divided, you might say, by this rail line that comes down through Cooksville, and into west Toronto. I can see the possibility of it being diverted in to and around Long Branch. There is a spur that goes down into Long Branch. Anyway, there is a railroad pattern there and I am still of the conviction there is considerable unused rail capacity.

I appreciate it isn't a matter of just putting on a passenger train. There is much more to it, much more sophisticated design and development needed in putting such a facility into use. Would there be any comment on that?

Hon. Mr. Carton: This is part of the Dr. Soberman report that we are awaiting.

Mr. Kennedy: It is under study now?

Hon. Mr. Carton: Well, the whole matter of commuter rail service in Metro Toronto is under study.

Mr. Kennedy: When do you expect to have it—

Hon. Mr. Carton: Well, as I mentioned a little earlier, Mr. Jamieson expected it about three or four weeks ago. I really believe it is momentarily, but it hasn't come out yet.

Mr. Kennedy: In those studies, are they inviting participation by municipalities?

Hon. Mr. Carton: No, this is the study done by experts in the field, namely Dr. Soberman and his committee members. At I understand it, what they are doing is looking at the existing lines and using their expertise in determining whether or not these lines could be utilized for exactly what everyone here has been proposing. It wouldn't really necessitate public involvement, because it is taking things as they are and coming up with an inventory on possible existing transportation—

Mr. Kennedy: Tying it in, of course, with population development and movement of people, I presume.

Hon. Mr. Carton: Well, we would tie it in after the results of a rail-commuter study are made known. After a report is made

known our ministry would study it and come up with the population input and other factors.

Mr. Kennedy: Those are the questions I had, Madam Chairman. Thank you very much.

Madam Chairman: Thank you, Mr. Kennedy. Is item one carried? Carried.

Item two, third level air carrier service demonstration.

Mr. W. Ferrier (Cochrane South): I would like to ask two or three questions about this, since I gather this pertains to the norOntair Service in that triangle between Timmins, Sault Ste. Marie, Sudbury and Earlton.

One of the things that this service seems to be meeting with is a degree of success, because there are a number of communities in the northeast that want to be included on the route. Last winter, at the north-eastern Ontario Municipal Association, two communities, namely Cochrane and Iroquois Falls, requested that within the foreseeable future their communities, with the airports that they have, be considered to join this norOntair route. And I suppose it would be feasible. One of the norOntair planes sits in Timmins for about three hours before it takes off to the Soo, and there doesn't seem to be any reason why it couldn't nip over to Cochrane, down to Iroquois Falls and back to Timmins, and pick up passengers sometime along the way.

Speaking on behalf of Iroquois Falls, of course, it is the centre of Abitibi Pulp and Paper Company. There are a number of people engaged in the woods industry that have to go into Abitibi for one reason and another; and with business people travelling and municipal people going in and out, I feel that it would get used considerably. I know Cochrane can present an equally strong argument. Perhaps Cochrane has a little better position in that they had an airport constructed and I believe it's finished, although I am not sure, under this sky and — what is that programme in the sky?

Mr. Stokes: That's the "highway-in-the-sky" programme.

Mr. Ferrier: "Highway-in-the sky" programme! And Iroquois Falls has an old Department of Transport airstrip that has since come into the hands of the municipality.

So in replying to the remarks, the minister might tell me what possibility these

two communities have of being included on the route and possibly how long would it be until communities such as this were incorporated into the route structure.

Hon. Mr. Carton: First of all, on the Iroquois Falls problem, Bill; they were in to see me, as you know, last week—

Mr. Ferrier: Yes.

Hon. Mr. Carton: —and you know, when you look at things geographically and look at population and look at many factors, without committing myself, I said that I thought they presented a rather good case. On the other hand, I also pointed out to them that they had not brought anyone from Cochrane with them; because, as you say, Cochrane can make an equally good case too.

But I told them, and I meant it sincerely, that we would study the possibilities of Iroquois Falls. At one time it was not Iroquois Falls, as you know, it was Cochrane that was mentioned.

Mr. Ferrier: Right!

Hon. Mr. Carton: But from their delegation and the points that they made, Bill, I, in my personal opinion, without having the expertise that my ministry would input, personally I thought that Iroquois Falls made a very good case.

So that is the way I left it with them—that after my estimates were over, after the members let me get back to the office and get some more of the delegations' problems before me, I would give it my earnest consideration.

Mr. Ferrier: Well, these—

Hon. Mr. Carton: And I advised them also of your concern about Iroquois Falls.

Mr. Ferrier: Thank you. These STOL aircraft are remarkable aircraft. I know they were just dropping down on the shortest runways and up; I don't see why it wouldn't be possible for both communities to be included. I know there is a real rivalry between Cochrane and Iroquois Falls; but I would hope that when the studies are made and so on, that it might be possible to include both communities on the route.

Have you any figures now as to the percentage of occupancy on the general overall routes?

Hon. Mr. Carton: Yes, I do. They are broken down by days—

First of all, from Sudbury to Sault Ste. Marie—this would be for the month of May—257; from Sault Ste. Marie to Sudbury, 207; from Sault Ste. Marie to Timmins, 78; from Timmins to Sault Ste. Marie, 111; from Timmins to Earleton, 6; from Earleton to Timmins, 3; from Earleton to Sudbury, 25; from Sudbury to Earleton, 22; from Timmins to Sudbury, 28; from Sudbury to Timmins, 23; from Sault Ste. Marie to Earleton, 8; and from Earleton to Sault Ste. Marie, 17—a total of 784 in the month of May.

Mr. Ferrier: I wonder why the Earleton figures, in and out, seem to be so small.

Hon. Mr. Carton: They really are. It could be the scheduling; that is one thing.

Mr. Ferrier: There also is a plan afoot to extend it into Kirkland Lake as soon as the airport there is ready, isn't that correct?

Hon. Mr. Carton: The distance from Timmins to Earleton is about 100 miles, and I guess they run a pretty good train service.

Mr. Ferrier: I suppose they normally don't fly from Timmins to Earleton in that area? It is just about as easy to drive as it is to fly.

Hon. Mr. Carton: Certainly the figures are indicative—well, three during the month of May from Earleton to Timmins—

Mr. Ferrier: I know it is meeting a real need between Timmins and Sault Ste. Marie—

Hon. Mr. Carton: Those figures are well up.

Mr. Ferrier: —and, of course, between Sault Ste. Marie and Sudbury; that is a real good service. The schedule is good there.

Hon. Mr. Carton: Did you see this in last weekend's Star?

Mr. Ferrier: No, I didn't.

Hon. Mr. Carton: No, the Globe and Mail.

Mr. Ferrier: I've got that at home.

Hon. Mr. Carton: The travel section.

Mr. Ferrier: I didn't see it.

Hon. Mr. Carton: We just happen to have 100 extra copies if you want any.

Mr. Ferrier: Have you any plans to inaugurate a similar service, either in the northwest or in the south? Or do you still consider this a pilot project?

Hon. Mr. Carton: Because of the numerous requests, we are coming up with an aviation system plan and a study design. We will have the process of the study design completed by the end of this month—that is, the process of the study. It's divided into third-level air services and facilities, and the next part would be general aviation facilities.

We have had numerous requests for extension of this—not only in northern Ontario, I might add, but in all parts of Ontario.

Mr. Ferrier: I can understand that too.

I have no more comments.

Mr. Stokes: Is anybody else on the list on this?

Before we get into the thing that we decided we would talk about later on—

Hon. Mr. Carton: What was that?

Mr. Stokes: The "highways-in-the-sky" programme.

What is your operating experience on your demonstration flight with Twin Otters? How much are you going in the hole?

Mr. Howard: At the present time, our monthly operating expenses are approximately \$38,000; or a total operating cost for the year of approximately \$425,000. Our estimated revenue for the year is approximately \$150,000, or a net operating deficit for the year of \$275,000. This is based on the present carryings, prior to June 15. With the changes in service that took place last Thursday, June 15, the elimination of the Earleton-Timmins link and the changes in schedules to interline with TransAir at the Sault and better interlining with Air Canada in Sudbury, we expect quite a dramatic increase in patronage; even more dramatic than has taken place in the last two months. These revenue figures will probably increase quite dramatically.

Mr. Stokes: What about freight and mail? Is there any way in which you can integrate these services?

Mr. Howard: Yes! At the present time the operators at White River Air Services are negotiating with the federal government to carry mail. Originally, we had correspondence with the regional postmaster in North Bay. This has been referred to Ottawa and there is correspondence and negotiation presently taking place for the carriage of mail between these various points.

Mr. Stokes: That is quite a deficit for serving a relatively small area, when you consider it is just sort of a strip demonstration—that is a bad choice of words, I guess—from Sault Ste. Marie up to Timmins. If you did that every place where there was a need, it seems to me that it would amount to quite a deficit.

It does serve a very important area, to be fair about it, an area that hasn't been serviced up to now. Hopefully there will be an increase in the patronage, and as a result of all of these things you suggest, it might come close to being viable.

What will you do, say a year from now, when your demonstration is over? What criteria will you use in order to decide whether or not there is going to be an expansion in the services?

Mr. McNab: Our original estimate, when we went into this service, was that it had to be supported for three years. We felt that at the end of three years, it would be self-sustaining. Although the figures now aren't too impressive, when you consider the difference, it is up to the schedule. We are quite confident that by the end of three years, this will really take hold.

There is a great interest now on the part of the regional carriers to tie in with us on this. Air Canada are going to have our schedules in their schedules. They are going to publish them, and co-operate in a number of different lines in this matter; so is TransAir. These are things that possibly we couldn't have anticipated with any certainty when we went into the service.

Mr. Stokes: Well I am not being critical, I—

Mr. McNab: No, but I think that this bears some explanation when you see this thing; but it is advancing.

Mr. Stokes: Okay! Are we ready now to get into this "highways-in-the-sky" programme? First of all, you wanted to give me these figures that you were talking about.

Hon. Mr. Carton: The figures; yes, Jack. You are quite right. There has been approximately \$1,750,000 spent, and very briefly I will give you three or four of the larger amounts: Big Trout Lake, the total spent to date—this is by ourselves—is \$250,399; Dryden, \$111,000; Moosonee, \$510,000; Sandy Lake, \$321,000.

Those are the larger ones, Jack.

Mr. Stokes: Okay! Now you mentioned the feedback that you are getting from Moosonee, where you spent a half-a-million dollars, was quite favourable; that the people there were quite happy with the facility, or did it mean that the people that this service served are happy? Did it amount to a reduction in the cost of consumer goods and the cost of transportation?

Hon. Mr. Carton: Well both! not just the carriers, but the people themselves.

Mr. Stokes: Because you see, Mr. Foley, this is really a fascinating document that you have allowed me to read. I haven't got into the whole thing yet, but what the author says is that there has never been any rationalization of freight rates in keeping with the cost of the service. There has got to be a much closer liaison between the provincial authority and those responsible at the federal level, so that you can bring these rate structures in keeping with, or close to, the cost of operation with a fair margin of return.

If one of these air carriers in my riding says, "It costs us 75 cents a mile to operate," I really can't quarrel with them.

Now, when you get into some of the statistics that were experienced in northern Manitoba—and I have no reason to believe that they wouldn't pertain to the area that I'm speaking of, from the CNR rail line up to James and Hudson Bay—and you consider that the cost of float-equipped Beaver per mile is 85 cents, whereas a land-equipped beaver is only 51 cents, you have got quite a margin there. If you can get a land-equipped Beaver into Big Trout and Sandy Lake you are going to effect quite an economy.

But there is no evidence, in talking to the Hudson Bay Company, which is one of the biggest shippers up there, and to the independent traders; there is no evidence at all that any of these benefits have been derived from these facilities, nor will they.

As a matter of fact they aren't even using the airstrip at Big Trout Lake for this kind of operation. What they don't get in by tractor train in the wintertime, they fly in on a needs basis toward the end of the season. In talking to the Hudson Bay manager up at Big Trout last fall, I understand they underestimated, say, the amount of gasoline that they were going to use for that current season and they had to ship in gasoline on float-equipped aircraft. It just brought the

price of gasoline up to between \$1.75 and \$2.00 a gallon.

Now the thing is there would be an open revolt down here if anybody suggested that they should pay even close to that for gasoline, and yet these people just have to grin and bear it.

I'm not criticizing you for the kind of money that you are spending on these facilities; all I'm suggesting is you've spent \$250,000 on a facility that isn't being used at the present time because you haven't completed the job.

You have got one truck up there and one other piece of equipment operated by one resident of the community, and he has got to scratch around like a hen, as I say, for a good base to put on the strip. The base is underwater half of the year. It seems to me that you just can't afford to let a facility that you spent \$250,000 on lie idle.

Mr. R. F. Nixon (Leader of the Opposition): Are you sure you'd want to fly to Big Trout Lake in a plane with wheels?

Mr. Stokes: It is not a case of my wanting to fly up. It is a case of what people have to do.

You've got the spring breakup; you've got about a six-week period where you can't use float equipment. All right, it is possible that if you had another facility you'd be able to use a wheeled aircraft, and it is the same thing during the fall during freeze up, during that transition period.

Now, the thing is when people take sick, when an emergency arises—you know you don't have an emergency when the weather is good, you have it when the emergency chooses to happen. All I'm suggesting is that we've spent a considerable amount of money on this facility and we should try to the greatest extent possible to take advantage.

Hon. Mr. Carton: Jack, what are you suggesting? I'm afraid I don't get your point. We can't make them use it if they don't want to use the facility.

Mr. Stokes: They are just so anxious to use it they can taste it! I can tell you there is one carrier that has got three DC 3s sitting at the airport in Fort William—or Thunder Bay now—and the state of that strip is such that he won't even take a plane on it, and that is Superior Airways, Orville Wieben.

Mr. McNab: He will fly in anything.

Mr. Stokes: Pardon?

Mr. McNab: I say he will fly in anything.

Mr. Stokes: Well, he won't use that strip in the summertime. He may use it, and I think he does use it, landing on skis in the wintertime.

Hon. Mr. Carton: Jack, I understand there is a group going up in July to study this whole problem; and I also understand we don't do the maintenance on it, but I personally am not aware of the state of that particular air strip.

Mr. Stokes: Well, I do—

Hon. Mr. Carton: I would have expected after \$250,000 being spent on it that—

Mr. Stokes: They can't use it. Believe me, they just can't use it. You see, as this study points out, it says:

In dealing with the inadequacy of present transportation services, particular to Indian and Métis communities, we indicated that in many cases the service did not meet the minimum standards required for proper social and economic development.

To meet these requirements we suggested a minimum weekly unit tool service to designated points. The suggested facilities are necessary in order to achieve the required frequency level of services.

But you suggest you can't make them use them. I suggest to you, you bring the facility up to standards and there will be people just flocking at your door to take advantage of it. It says:

While the provision of service access to many of the smaller communities of the region would be prohibitive in terms of capital and annual maintenance costs, air facilities can provide the necessary network of communications at substantially lower costs. In order to provide year round service with more efficient equipment facilities, equipment facilities must be adequate for operation of wheeled aircraft.

I think that's just what I have been saying all along.

Hon. Mr. Carton: Is this the only one you are now referring to, Big Trout Lake?

Mr. Stokes: That's the only place in my riding where you have got a landing strip that far north.

Hon. Mr. Carton: I see.

Mr. Stokes: I am sure that every community up there would welcome one, but let's face it, if you spend that kind of money on every little community! All I am saying is that Big Trout is the largest community in the north—

Hon. Mr. Carton: And we've spent a fair bundle on it now, so why not finish it?

Mr. Stokes: That's right! So let's put a little bit more money in there and let people take advantage of it. Because if you're transporting fish—and of course the viability of many of those communities, to the extent that they are ever viable, depends a lot on commercial fishing operations—the cheaper you can get that fish to market, the more accrues to the people who are doing the fishing.

The same thing pertains to hunting and fishing camps that are operated by the native people. The same thing pertains to the cost of flying people out for medical services. The same thing pertains if you are going to operate an air ambulance; and, of course, this leads to the things that your colleague, the Minister of Health (Mr. Potter) is talking about. When you consider the need for these facilities, for geological and natural resource surveys, if you are talking about getting into power developments on some of these northern rivers, anything that pertains to the north; the only way you are going to get goods and people in and out of there is by flying them.

Hon. Mr. Carton: Right!

Mr. Stokes: You are not going to build roads, unless you are going to use all-terrain vehicles, and I don't think you are ready for those.

Hon. Mr. Carton: Well, Jack, this team is going up in July; I will make sure that they check this for me, and check it among the first things they do.

Mr. Stokes: I would like to go with them and show them.

Hon. Mr. Carton: I will make a note of it.

Mr. Stokes: Yes.

Mr. R. F. Nixon: I am sure we can arrange that.

Madam Chairman: Shall item 2 carry?

Mr. R. F. Ruston (Essex-Kent): Madam Chairman, I have one question: Has there

been any discussion with regard to assistance for an airport in Essex county to serve Pelee Island?

Hon. Mr. Carton: Yes. This is Pelee Island—I recall there was some talk. That's what it was, I remember the delegation. They were in on getting the ferry service—this was quite early in the spring—and after they concluded their delegation on that particular matter, they then asked about the airport. I advised them at that time—which is a fact—our policy presently only relates to northern Ontario. We have many requests in; as a matter of fact there are about 105 requests in to date from all over Ontario, many in southern Ontario. But presently it only relates to northern Ontario.

Mr. Ruston: Thank you.

Madam Chairman: Thank you, Mr. Ruston. Shall item 2 carry?

Mr. J. E. Bullbrook (Sarnia): May I just ask one question of the minister? During the last year I have had something to do with Great Lakes and the application of Nordair in connection with service out of Windsor—and I believe that Great Lakes undertook an intervention in that connection. I don't know whether the government was involved also.

Hon. Mr. Carton: We were involved, I understand.

Mr. Bullbrook: They might well have objected. Can you help me as to why Great Lakes, after the significant concern that they expressed and the acquiescence of your predecessor in that concern, withdrew their objection to the Nordair application?

Hon. Mr. Carton: Yes, Kirk can answer you.

Mr. K. W. Foley (Director, Economics Branch): Madam Chairman, as I understand that situation, Great Lakes presently has an application before the Air Transport Committee for service between Sarnia and London and into Toronto. This was a very, very important issue for Great Lakes.

Mr. Bullbrook: Very much so.

Mr. Foley: At that point—and I am not certain exactly of the details—but Nordair and Great Lakes came to some sort of an agreement as to the saw-off between London and Windsor. That was why, as I understand it, Great Lakes withdrew their intervention on Nordair's Windsor-Hamilton run.

Mr. Bullbrook: If I might say to the minister, really, through you, Madam Chairman, it has been expressed so many times that I won't reiterate it, except slightly, the fact that we had taken issue in the past with Nordair's invasion, if that could be the word, of Ontario; and Wardair's invasion, to a certain extent. That is why when Great Lakes came to me I expressed more than a semblance of concern. I wanted to see Great Lakes grow. I use their facilities very much.

I am concerned that this type of saw-off goes on. I don't think it is in the best interests of the public. I felt that was the answer really. I credit your staff in being so forthright, but Great Lakes I thought had a justifiable concern to express in this connection. Great Lakes, I would hope, would some day develop into a regional service of significance. I don't think they are going to do that if they go to bed, so to speak, with Nordair on these applications. I think they have an obligation, as does the department, in this connection.

If I might then ask another question: Did the department intervene in connection with the Nordair application in connection with the Windsor service and did they, when Great Lakes folded their tent, did the government of Ontario fold its tent also?

Mr. Foley: Yes, we did intervene and we carried the intervention right through.

Mr. Bullbrook: You did?

Mr. Foley: There was some two weeks of testimony before the CTC.

Mr. Bullbrook: And the intervention wasn't successful?

Mr. Foley: That's right.

Mr. Bullbrook: Obviously!

Hon. Mr. Carton: Great Lakes were successful in the London situation.

Mr. Bullbrook: They were, I realize that.

I think the minister recognizes what I am talking about. It seems to me, frankly, to be a game that they play among themselves. And a game that is not always in the best interests of the public itself.

Maybe I'm unduly harsh when I say it is a game. Maybe it is a matter of evaluating questions of necessity; maybe Nordair could better serve the Windsor run than Great Lakes could; maybe Great Lakes isn't at present in the capital position to undertake expansion of their services that far. But what I am concerned about more than anything

else—and it was expressed I think in the last Parliament much more aptly that I can—is an attempt on the part of the government of Ontario to develop the type of carriage provided by Great Lakes on a regional basis; and that is basically it.

Hon. Mr. Carton: But Great Lakes had no application to Windsor.

Mr. Bullbrook: No, I realize they didn't; but they were objecting quite vigorously. You will find in the files correspondence from myself and others to the minister and the former minister; and a degree of acquiescence on his part, an attitude saying: "Yes, I think we would like to object to Nordair's application."

You did that, and I have to credit you with doing that. You continued on, notwithstanding the disposition of Great Lakes to fold their tent.

I am saying that it seems to me, as a lay person but one who was approached by Great Lakes as their representative—and I am sure they approached probably the federal member, expressing this type of concern—that it is a bit of gamesmanship, really, that they get us involved with this type of thing. We use our offices as we can to influence the government, the government does take objection, and then they seem to fold their tent.

Now I am saying in point of fact, Madam Chairman, to the minister through you, it might well be that Great Lakes didn't have the capital to service the Windsor situation—

Hon. Mr. Carton: I think that is the story; quite candidly, I think that is the story.

Mr. Bullbrook: Well then, why does Great Lakes take issue with Nordair? Why did they bring the whole thing up. It seems to me somewhat of a dog in the manger attitude. I don't know why they intervened in the first place except that I am inclined to think, with the little knowledge I have of this type of application, that they do get together and they say in effect: "We will artificially, at least, object to your application for service. And then, after hearing some of the evidence, we'll decide before the board itself that we want to withdraw our intervention; therefore reinforcing, in effect, the credibility of the application by the original applicant."

I think this is done with a secondary motive; the secondary motive that the applicant in Windsor will not take issue with the application in London.

Hon. Mr. Carton: But surely the federal body would be aware of this; surely the CTC—

Mr. Bullbrook: Well, one would think they are; one would think they are!

Hon. Mr. Carton: —they're not naive. Right!

Mr. Bullbrook: Well the fact is if you continued your intervention to the ultimate conclusion and weren't successful, nobody here can take issue with that; as long as you did it, I imagine, with the vigour that you usually show.

Well, maybe I shouldn't say that.

Madam Chairman: Thank you, Mr. Bullbrook. Shall item 2 carry? Carried.

Item 3, Ontario telephone service. Mr. Ruston!

Mr. Ruston: Yes, this has now been transferred to this department from the Ministry of Agriculture and Food, and probably rightly so.

I wonder sometimes, though, about the real purpose of this commission and the purpose it is serving.

I realize it's to carry out the Telephone Act for the Province of Ontario and to deal with companies that service parts of the province only, but I just don't know if they are doing the job that they really could be doing. That would be to encourage the expansion of private telephone systems. Instead, in some cases, it almost appears to be discouraging this. I just don't believe that they spend enough of their time on this.

I know they don't have a very big staff, but I don't think their work load is so heavy they could not spend a little more time in assisting or promoting companies that are in operation, or ones that want to stay in operation and operate as a viable unit.

I realize a lot of systems have folded up because of their size; they were too small to make into viable units.

Looking over the number of telephones that are now under private companies in Ontario, in 1971 there were 188,000 phones under their jurisdiction and in 1954 there were 176,000. So considering the growth of the province, we find they are depleting very fast.

At the rate we are going down, I guess you won't have a Telephone Service Commission in 20 years. It would appear at the rate we are going there won't be any more

small companies; they will all be absorbed by one or two large companies.

I have had some dealings with this commission in the past, having been a director of one of the municipally-owned telephone systems for a number of years. It's still in operation; but I don't think that it's in operation because of the excellent work of the Telephone Service Commission. I think it's in operation because of the will of the people who are running it to keep it going; a lot of the small systems seem to lose that will and end up selling out.

But, now that it's in this department, Transportation and Communications, have you got any new plans with regard to this commission, Mr. Minister?

Hon. Mr. Carton: Well, Dick, I'll have Mr. Duncan speak to it. He serves as vice-chairman of the commission.

You're right, there were some 465 independent systems in 1954; but many of them were small organizations with fewer than 300 phones.

Mr. Ruston: Yes, that's right. I admit that.

Hon. Mr. Carton: And you know, they just couldn't compete; they couldn't raise the capital; they couldn't put in the equipment that was needed. Of their own volition, as you know, most of them decided to sell and quite a number sold out to Bell Canada. That is the reason for the decrease in the number of independent phone companies.

On the other hand, there are about the same number of phones, aren't there, about 188,000 phones? Today over 98 per cent of the phones owned by independents are of the automatic dial type.

Mr. Ruston: I know in our own system, the one that I was involved in, if I go back to 1954 I think at that time we had about 400 telephones and now we have 2,000. So you see we have gone up 300 per cent in our own system; and we are still going and we are still expanding. But it seems to me that we could use a little more co-operation, a little more forceful assistance to explain our purpose in staying independent, than we are getting.

You know a lot of people think that if Bell buys it they are going to get better service and all this, but personally, now receiving Bell service, I find that it is not any better. And in the rural areas I think it is less responsive to the needs of the people than some of these independents, or municipally

owned systems, that are responding to the needs of their area. If the people are active in that independent I find that they are probably serving their rural areas even better than Bell would.

Bell is a great company to want to buy up independents that have a large number of phones in a small area, but they are reluctant in some cases to accept the rural areas or give the service that the independent would give. That is one reason, probably, why the independents give the service they do; they are a little closer to the people and there is a little more pressure on them from the local people to do it whereas Bell, being a large company, can kind of set their policy as being a certain way in rural areas and that is it.

Hon. Mr. Carton: Well Dick, as I say, I will have Mr. Duncan speak to this, but my understanding is we provide on request whatever assistance is required in many areas. We have the engineering know-how that we can provide to them, but this is done on request. What you are suggesting is we go out and encourage them to go, is that the idea?

Mr. Ruston: Well, I think if you can see that their unit can be profitable or is large enough to stay in business. I think part of your job would be to encourage them to go ahead rather than say, "Well leave it the way it is for two years and then sell out."

Hon. Mr. Carton: David, would you like to tell Mr. Ruston the role of the commission?

Mr. D. Duncan (Executive Director, Policy Development Division): Madam Chairman, through you: As I understand it, as the vice-chairman of the Ontario Telephone Service Commission, as of September of last year, the technical staff devote 100 per cent of their time to assisting independent telephone companies to upgrade their service. The principal reason for this is that many of the independent companies don't have technical staff. As a result of this assistance many of the independent companies that are regulated by the Ontario Telephone Service Commission have brought their services into today out of the past.

There are very few of them, at this point, that are still on the 10-party line crankup type of service as compared to the number that are still in the Bell system that are in that category. My experience with our technical staff, which is headed by Vic Handforth, who is here, is that this is their whole function; assisting, upon request, the inde-

pendent telephone companies to upgrade their system.

The commission's job in addition, of course, is to permit them to go to the money market to borrow the money in order to accomplish this. It is my experience that is exactly the function the staff is playing.

Now there still are some systems that are pretty antiquated, but we are urging them to upgrade to a much better service than a 10-party line service.

Mr. Stokes: Do you ever urge Bell to do that?

Mr. Duncan: Indubitably!

Mr. Stokes: I wish you would do it with their radio-telephone services.

Mr. Ruston: They have some with 11 subscribers on a party line in the Bell system; I happen to know that.

Mr. Stokes: Maybe you could put a little pressure on Bell and have them upgrade the service?

Mr. Duncan: Well sir, through Madam Chairman, we are interfacing with Bell with respect to the upgrading of their services as well. But this is not an Ontario Telephone Services Commission function, it is a ministry function. We are working constantly in order to try to accomplish this end as well.

Madam Chairman: Carried?

Mr. R. G. Hodgson (Victoria-Haliburton): Madam Chairman, I—

Madam Chairman: Oh Mr. Hodgson; I beg your pardon.

Mr. R. G. Hodgson: How many studies are being undertaken by the commission at the moment on telephone systems that will improve service with dial installation?

Mr. Duncan: It is my information that all but two of the independents are on dial.

Mr. R. G. Hodgson: Are you doing anything to help the other two? Are they in such a financial position that they can't compete?

Mr. Duncan: Well, one of them is on Manitoulin Island and it is going dial next year. Part of it went dial the first of June. Bruce Peninsula is going on to dial and there are a couple of very small ones in the Lindsay area that we are trying to assist to go on dial very soon.

Mr. R. G. Hodgson: Can I ask the minister a question, Madam Chairman? Has the minister considered asking the Ministry of Industry and Tourism to financially assist these systems to modernize at a more rapid pace than would normally happen? I consider these are very good investments, especially when you have a staff like you have here to consider and justify; and the technical costs and so on. Therefore it should be a very profitable venture to assist them.

Hon. Mr. Carton: No I haven't asked them, Mr. Hodgson, but—

Mr. R. G. Hodgson: If we want to maintain independents in Ontario, this is the only avenue that is available. Quite frankly, when you take a company that is worth maybe \$20 thousand or \$30 thousand in capital costs, and we are talking maybe \$100 thousand in capital costs to modernize; where are they going to get that kind of money on a gamble? The only way you are going to maintain independents in this country is to finance them through the government.

Mr. Stokes: That's a good point, because I am considering doing the very same thing with Hydro; asking ODC to finance some of these small community operations in order that they can get capital for Hydro services.

Hon. Mr. Carton: I'll check with the minister, but I doubt if application has even been made. Have they made application?

Mr. R. G. Hodgson: I don't think they qualify, or have ever been able to qualify any application that was made. I think they should qualify and I think it is a very profitable venture for this government to improve its communications systems in this province in those remote areas that are serviced.

Hon. Mr. Carton: I agree, and I'll take it up with them.

Mr. R. G. Hodgson: There is another question I would like to ask, Madam Chairman. Employee benefits in this vote is about 13 per cent of the total salaries and wages, whereas in some of the previous votes it is a very insignificant amount. I wonder why this is, particularly in view of the total salaries and wages? Is there any particular reason for this?

Hon. Mr. Carton: Well, this vote is almost totally salary; the others would not be.

Mr. R. G. Hodgson: I wonder what type of equipment would take a thousand dollars?

Almost any technical equipment, even a tube tester, would cost approximately a thousand dollars a day to effectively test one of these plants. Is that an adequate sum?

Hon. Mr. Carton: What item are you talking about; supplies and equipment, a thousand dollars?

Mr. R. G. Hodgson: Right! It doesn't seem a very large figure for the sort of work these people might have to undertake.

Hon. Mr. Carton: These are office supplies. We supply the technical know-how for these companies. It is not a case of us supplying equipment. That's for supplies and equipment to run the office.

Mr. R. G. Hodgson: I well remember the day your men even climbed poles and did line work for the company in order to assist them; not very long ago either. I just wondered if that was a proper sum in relation to the sort of work they are doing, because it doesn't seem to be large enough in my opinion. That's only a comment.

Madam Chairman: Thank you Mr. Hodgson. Is item 3 carried? Right!

Vote 1904 agreed to.

On vote 1905:

Madam Chairman: We move over to vote 1905, item 1, driver examination. Any questions? Mr. Parrott.

Mr. H. C. Parrott (Oxford): Yes, This is the one in which we are talking about driver examination of senior citizens; is that correct?

Hon. Mr. Carton: It would come under there.

Mr. Parrott: Yes. This is a very sensitive area, and I've had two or three complaints, perhaps not because of the quality of the personnel but simply because of the type of applicant. A person who is 80 or 82 or 83 is terribly concerned about a successful result. It means a complete change in their lifestyle if they fail.

I'm wondering if there are special instructions issued to the examiners to view those applicants with considerable care and caution. I'm not suggesting that we don't examine them, but I think the process of the examination has to be on a completely different and a far more sympathetic basis than it is if it is an 18-year-old young lady, for instance.

Hon. Mr. Carton: Right! I think these things are taken into consideration, and I'll have Mr. McIntyre give you a little more detail on it. I know I had a letter cross my desk this morning from a lady 77 years of age who now must have a retesting because she said the policeman thought she was weaving across the highway continually.

The thing that I find most difficult to rationalize concerning these retestings and the ability of these people to drive on the highway, particularly when they get in their 80s, is that it is for their sake and it's for the sake of all the driving public that you test them. I'm sure that Bill McIntyre will tell us, but I would like to think that it is not just the ordinary examiner who tests them, but on the other hand I would also like to think that they make sure they can drive properly. I think we owe it to the public—

Mr. Parrott: Yes.

Hon. Mr. Carton: —not just to the individual; I think we owe it to the public.

I'm not saying that there aren't individuals over 80 who are better drivers—lest I be caught in that trap—but on the other hand I think it is incumbent upon the instructor to make sure that they are adequate drivers. Whether or not there are any special dispensations given to them because they are elderly, I will let Mr. McIntyre answer.

Mr. W. J. McIntyre (Director, Driver Branch): Madam Chairman, this is one of the most difficult problems we have in driver examinations. There is always bound to be the odd case where there is a complaint. It is just too bad I didn't bring the file with me of the letters that we get from people over 80 who have failed and then come back and pass the second time, who thank us for the things we've brought to their attention.

We have 10,000 drivers over 80 years of age in the province today, and it is amazing how many of them look forward to this annual examination. I assure you that the examiners are specially trained to look after them. Where we have a problem case and an elderly gentleman fails maybe two or three times, we will send out a district supervisor, one of our special men, to make sure he is given every chance to make the grade.

Mr. Parrott: Where would I get a district supervisor in the fine riding of Oxford? Yes, I have one of those cases in mind.

Mr. McIntyre: Let me know, sir, and we will look after it.

Hon. Mr. Carton: You don't look that old, Harry.

Mr. Parrott: Thanks. I drive that badly. Ask my wife.

Madam Chairman: Mr. Germa.

Mr. M. C. Germa (Sudbury): Madam Chairman, I would like to talk about examination for Ski-Doo licences, for which I don't think we have examinations now. In order to get a licence to drive a Ski-Doo you have to be a qualified automobile driver. What happens in the case of a person who does not drive an automobile and has no intention of driving an automobile yet is an expert snowmobile driver, is that he is breaking the law every time he goes out on his Ski-Doo. I think if we are going to demand licensing for these people then there should be a special licensing bureau for examining Ski-Doo drivers.

Hon. Mr. Carton: He only requires the licence if he is going to have the Ski-Doo on the road, and I think that is a fair test.

Mr. Germa: I would suggest, Mr. Minister, that I might drive a car all my life but I wouldn't even know how to start a Ski-Doo.

Hon. Mr. Carton: You have a point there, Bud. I was thinking the same thing—I wouldn't want to be on a Ski-Doo.

Mr. Germa: Take the case of a motorcycle. There is a special examination for a motorcyclist. I can drive an automobile but I cannot drive a motorcycle. One should not relate to the other. In the case I am talking about, the woman has never driven an automobile and has no intention of driving an automobile, but she is an expert on this other machine.

Hon. Mr. Carton: Right. But there are rules of the road, the Highway Traffic Act regulations, and do you not think she should be subjected to a test if she is going to drive this Ski-Doo on the road?

Mr. Germa: I understand she should know the rules of the road, Mr. Minister, but she should not have to know how to change gears in an automobile or back into a parking space or start up the car on a hill. You see, she could pass these things if she were given the test on a Ski-Doo. The rules of the road are one thing, but the mechanical thing of operating an automobile is beyond her comprehension; she has no interest in this. Yet in order

to qualify, she has to go out and take a test in an automobile.

Mr. Young: Ban the Ski-Doo from the highways and you have the problem solved. That's all there is to it.

Hon. Mr. Carton: I think, gentlemen—and, Bud, you have a point—perhaps, and not only perhaps I'm sure, that this is one of the considerations that will come up during the summer when the select committee meets on this very topic. I'm sure that licensing will be one of the topics. Perhaps if you could bring it to their attention, I'm sure they'd welcome it.

Mr. Ferrier: I have had a similar problem. It was brought to my attention in connection with some farm women who never drive a car but they can drive the snowmobile into town. Because they haven't a driver's licence, they have to leave the snowmobile out at the edge of town and walk in. So I think it's not just an isolated problem, it's fairly widespread in some of the areas of the province.

Hon. Mr. Carton: That's a good point.

Madam Chairman: So, is item 1 carried?

Mr. Stokes: On the driver examination itself, we run into problems. I've had several complaints about people who have gone to take their driver examination. This one examiner has got to come 60 miles. I think there's one in Nipigon, and he comes down and he serves the Schreiber-Terrace Bay area. I suspect that possibly he goes down to Manitouwadge and Marathon and these other places.

The criticism I get of the examiner is that he's just too hidebound. He's like a doctor or a dentist. He'll say: "Well, I told you to be here at 10:23 and you didn't show up until 10:28. I'm sorry, you'll have to wait until I return next week."

I think this is a little bit bureaucratic. If he's going to be out for the day, if there's anybody at all on his list for that day, surely he can be a little more accommodating. I know of people who've had to go back two or three times because of a problem in scheduling.

I would appreciate it if you'd have a talk to the people concerned and tell them that they're there to serve the people and they're getting paid out of tax dollars, and that if there's any way they can accommodate these people—some who drive considerable distances

or are driven considerable distances just to take the test—

Hon. Mr. Carton: That's a good point, yes.

Mr. Stokes: —that they could be a little more accommodating.

Hon. Mr. Carton: Yes, good point.

Madam Chairman: Thank you, Mr. Stokes. Shall item 1 carry?

Item 1 agreed to.

Item 2, licensing of drivers.

Mr. Stokes: Well, that's the difference between 1 and 2—driver examination and licensing—is that just administrative?

Hon. Mr. Carton: Administrative, yes.

Mr. Germa: It is \$1 million.

Mr. Stokes: Is that just—

Hon. Mr. Carton: It is the renewing of drivers' licences.

Madam Chairman: Shall item 2 carry?

Mr. Ferrier: I wonder if I could ask the minister a question. Perhaps he could put it on the record. I think we all get the odd driver who has lost his licence because of impaired driving. In one instance there was a dentist who lost his licence, but I don't know if it was the judge or who it was, who allowed him to drive between his residence and his office.

Hon. Mr. Carton: This will be under item 3, Bill. Do you want to carry 2 and go on to 3?

Mr. Ferrier: All right! I'll wait till that time.

Madam Chairman: Item 2 carried.

Item 3, driver control.

Mr. Ferrier: Well, I can keep going. I think the judge in this case maybe ordered some special provision, and he was able to get that type of restricted licence. Of course, the people felt that they were showing preference to these dentists and so on—

Mr. Ruston: Shady birds these dentists.

Hon. Mr. Carton: They have more pull that anyone else!

Interjections by hon. members.

Mr. Ferrier: So others have since tried to get them. Does the judge have to order this kind of restricted licence, or is there any provision made whereby you can grant the privilege on this basis; or do they have to go to the parole board? How do you work this kind of thing?

Hon. Mr. Carton: Well, first of all it is under—

Mr. Parrott: My confrere tells me they were in the same foursome.

Hon. Mr. Carton: It depends on if it's under the Criminal Code, for example. I'll have Bill McIntyre tell you the areas in which we can give them.

Mr. Stokes: It is the length of the sentence, too.

Hon. Mr. Carton: Right; also some of it is mandatory and we have no control over it whatsoever. In other cases where there is a time of suspension beyond what is mandatory, then under certain conditions—for example, if he hadn't been involved in an accident or other things—then this ministry can, under certain circumstances, make allowances. But this whole problem of restricted licences is being looked at all over the country, because it poses many problems, as you can well appreciate.

Mr. Ferrier: Right!

Mr. McIntyre: Madam Chairman and sir; there is a mandatory three-month suspension for a drinking and driving offence. That's for a first offence only, drinking and driving, three months.

If there is an accident involved, the Act automatically increases that suspension to six months. And upon application to the magistrate that the man needs his licence to earn a living, the magistrate can recommend to the minister that he be issued a restricted licence for the last three months of the six months. The first three months is mandatory. He can get a restricted licence for the last three months only, on the first offence.

There is no provision for a restricted licence on a second or subsequent offence.

Mr. Young: And if he has had a conviction within the last five years?

Mr. McIntyre: That's a subsequent offence, therefore he is not entitled to a restricted licence.

Mr. Young: Under any consideration?

Mr. McIntyre: That's right, sir. Only on the first offence, the last three months of a six-month suspension. If there happens to be personal injury involved, then that wipes out the restricted licence as well. Only where there is property damage alone.

Mr. Germa: Madam Chairman, I wonder if I could ask, this breathalyzer count of 0.08 parts per million to determine that a person was impaired, did this come from this department?

Hon. Mr. Carton: No, that's the Criminal Code. It comes under the Criminal Code.

Mr. Germa: So it is out of your jurisdiction altogether?

Hon. Mr. Carton: And it doesn't say he is impaired. It's a measurement that they have arbitrarily taken, but—

Mr. Germa: Well, the judge usually accepts that as indication of impairment. I mean, that is the point I am trying to argue with. Do you consider, as the minister, that a man is impaired at this level or has this department any other criteria?

Hon. Mr. Carton: No way. Some may be and some may not be. I have always—and I had many cases, as a lawyer, when I practised—said it depends upon the individual.

Mr. Young: Madam Chairman, the fact is that while this is a federal standard, the administration is provincial; so that it is within the jurisdiction of the Province of Ontario to say that we're going to administer this very strictly at the 0.08 or at some higher figure.

Hon. Mr. Carton: This is in the hands of the courts. We would have no say over that. The charges are laid.

Mr. Young: I see.

Hon. Mr. Carton: I understand—and I am only saying this from what I have been told by certain individuals—that very rarely, Bud, if it was 0.08—sure, you may be charged, but very rarely would there be a conviction if it was just 0.08; just to give the accused the benefit of the doubt. They would charge him; they would hear the evidence in court; and depending upon other factors, you know whether or not he could pass the walking test or whatever, very seldom would they convict. They can, but very seldom would they.

Mr. Young: I understood, Madam Chairman, from a former member of cabinet, in the House, that it's very seldom that convictions take place at less than 0.1, and this seems to be fairly high. We are still facing the problem of alcohol on the road and its involvement in accidents; and it's pretty serious still in Ontario.

The picture shown some years ago by CTV, "0.08", showed that at that level there was very severe impairment in most cases, and people didn't have the judgement at that point to really react properly with a motor vehicle in their hands.

Hon. Mr. Carton: Of course that's the other side of the coin, when people come to us and say you should give us a restricted licence because of this or because of that, the other side of the coin is we must be conscious of the driving public and protect them from drinking drivers.

Mr. M. Gaunt (Huron-Bruce): Madam Chairman, may I ask under what conditions can an appeal be made to the remission services in Ottawa?

Hon. Mr. Carton: That would be if it was strictly under the Criminal Code. It really wouldn't come under our Highway Traffic Act whatsoever. It would be under the Criminal Code and you would make representation to the remissions branch in Ottawa.

Mr. Gaunt: Impaired driving is under the Criminal Code, is it not?

Hon. Mr. Carton: Beg your pardon?

Mr. Gaunt: Impaired driving is an offence under the Criminal Code.

Hon. Mr. Carton: Yes, but when there is a conviction under the Criminal Code then the Highway Traffic Act comes in to play. We can only deal with the Highway Traffic Act portion, not the Criminal Code aspects.

Mr. Gaunt: I can appreciate that; but I am wondering, for instance if a person gets a suspension of six months—the mandatory three months plus another three months tacked on—as I understood Mr. McIntyre, the magistrate can recommend to the minister that that additional three-month period be withdrawn, in which case it is withdrawn, presumably.

Hon. Mr. Carton: Yes, but on the other hand the judge can make an order of prohibition. He can prohibit you from driving in Ontario for two years say, and that's when

you would make application to the remissions branch.

Mr. Gaunt: Oh, I see, I see! After it is over a certain period of time?

Hon. Mr. Carton: That's right!

Mr. Gaunt: So if it is a year or more—

Hon. Mr. Carton: It wouldn't be within our jurisdiction. It is over and above our mandatory provisions. It is a prohibition made by the judge right in court that you are prohibited from driving anywhere in this province for two years.

Mr. Gaunt: I am not exactly clear at what point—

Hon. Mr. Carton: Bill will explain to you in full detail, but that's basically it.

Mr. McIntyre: Madam Chairman, Mr. Gaunt; first of all driver licensing is a provincial matter. We control the licence and do the suspension and reinstatement. But under the Criminal Code there is provision for a judge to prohibit—not suspend, to prohibit—a driver upon conviction for any period up to three years.

If the judge has a case before him and he hears the evidence and he thinks, "This man is only going to be suspended mandatorily under the Act for six months maybe, but I think he should be prohibited for two years," he will issue an order of prohibition. The man can apply to the National Parole Board to have that prohibition rescinded, and if it is rescinded he still must serve the mandatory period under the Act. There are two different things here, suspension and prohibition.

Mr. Gaunt: Yes, right, but actually one would apply to the parole board in the case of a judge tacking on—

Mr. McIntyre: Only when it is a prohibition.

Mr. Gaunt: Yes, okay—to use your term, prohibition—

Mr. McIntyre: Right!

Mr. Gaunt: —rather than mandatory suspension.

Mr. McIntyre: That's right.

Mr. Gaunt: Yes, okay; I have it clear now.

Mr. Stokes: Mr. McIntyre, while you are there, will you explain for my edification the

other provision whereby if somebody is suspended and because they were driving, say, without insurance, isn't there another period of time that a person must serve plus—

Mr. McIntyre: You are thinking of the former financial responsibility law?

Mr. Stokes: Yes.

Mr. McIntyre: That was revoked, on Dec. 1, 1970, I think it was, and it doesn't exist any longer.

Mr. Stokes: Is that so? I wrote a case up—I don't recall that I directed it to your attention—but I wrote a case up here not long ago where it was indicated to me that it still applied and whenever this fellow wanted to pay his money he could do so.

Hon. Mr. Carton: Oh, that's another fund. That's the motor vehicle accident claims fund. That's not the fund you mentioned firstly.

Mr. Stokes: Oh, I see. That's another fund. So that's still in force?

Mr. McIntyre: Yes.

Mr. Stokes: I see. Okay, fine!

Madam Chairman: Thank you, Mr. Stokes. Shall item 3 carry?

Mr. Parrott: On item 3, the parole board, I would like some information on that. I happen to have a problem relative to that at the moment. Where do I write?

Mr. McIntyre: You write to: Remission Services, National Parole Board, Department of Justice, Ottawa.

Mr. Parrott: And that is their function and nothing to do with the judge that issued the sentence?

Mr. McIntyre: Pardon?

Mr. Parrott: No relationship, now, with the judge that issued that sentence?

Mr. McIntyre: No, it has no relationship to that judge, it has to go to the National Parole Board.

Mr. Parrott: Thank you very much.

Mr. Ruston: Madam Chairman, is this under the point system to begin with?

Mr. McIntyre: Demerit points would be under driver control.

Mr. Ruston: Well, now when you have—what is it—nine points against you, you are

called in for an interview; is that correct? And then is your licence taken away, at how many points, 15?

Mr. McIntyre: At six points there is a warning letter; at nine points it may be an interview and re-examination; and at 15 points it is 30 days' mandatory suspension.

Upon reinstatement, you have seven points and if you don't go back to zero and go back up to 15 the second time around before going back to zero, it is a six months' suspension.

Mr. Ruston: I am wondering if we are tough enough on this type?

I have been reading some cases close to the American border. I don't have the file with me, but there are a number of cases.

If I recall, not too long ago, maybe six months ago, an accident happened, a collision on one of the main thoroughfares over there where about four people were killed. The person who was driving the car that caused the accident—no, I think there were eight people killed—had been before the driver examination board in the State of Michigan I think twice in the past two years and had his full amount of points each time and he still was allowed to drive. You know they had taken him off the road for six months and reissued him a licence.

What I am getting at, there was a case of someone that should never have been driving a car and yet he was issued a licence. Now mind you, I know you can't stop a person from driving a car even if he doesn't have a licence if he can find a car to drive and I know this is a problem of driving a car without a licence and that is another matter.

But the thing that bothers me in that particular case, and I know it is in another country, is that we have similar cases here. There are people on our highways today who probably should never drive a car. Now I know they are a very small minority, but there are probably some people that, because of their temperament and so forth, aren't capable of handling a car in the heavy traffic that we have today.

This is something I think we are really going to have to think about, as cars increase in the streets. I am one who believes we need cars. They always said Henry Ford put the world on wheels and I wouldn't want to take them off, because I think they are a great thing and a great method of transportation, so we have got to have them and we are going to have more of them in the future,

even if the Premier says he is going with people instead of cars.

I think we are going to have to have more cars and more roads for them to travel on, but I think this is an area that we are going to have to watch very closely, the people that are continually having points against them and how long and what assessment we make of them. Maybe eventually we will have to send them in for psychiatric attention as to whether they should be driving a car; because I think it is getting to the point where we are going to have to consider something like that.

Madam Chairman: Thank you, Mr. Ruston. shall item 3 carry? Item 3 agreed to.

Item number 4, registration of vehicles?

Mr. Stokes: Registration of vehicles; now there is something that has always been a sore spot! You don't pay your people enough money to begin with.

Hon. Mr. Carton: What people are these, Jack?

Mr. Stokes: These are the people that issue licences. It is a service that you provide to the public, and of course you can always say well all right if a person has to travel a great distance they can always send their money and the information down to Toronto here and they can get it delivered through the mail.

I don't know to what extent it is a problem in other areas of the province, but in northern Ontario—let me give you Armstrong, for instance, which is a community of 700 people on the north line of the CNR. Now they either have to drive 160 miles into the city of Thunder Bay, under pretty adverse conditions, and that is a road that I brought to your attention earlier and hopefully if you are going to continue to make them drive 160 miles to register their vehicles and renew their licences, at least they will have a decent road to do it on. But this isn't the answer to the whole problem.

You have got a lot of people in small communities like Gull Bay who drive automobiles and you would normally think they would be able to have an outlet in a place like Armstrong that would service the general area.

The OPP have seven constables in there, so they think the area is sufficiently important to have a detachment of that size. It covers a huge geographic area, and yet if somebody in the town of Armstrong wants to get their

new licence plates, they have got to either go by train over to Sioux Lookout in a westerly direction, or over to Geraldton in an easterly direction; or they have got to drive 160 miles to the city of Thunder Bay.

It just seems to me that since we do have people who are willing to take on that job, notwithstanding the fact they don't get much money for it; it is not a job that a person could do full time; it would have to be somebody who operates a garage or something like that as a service to his customers. It seems to me that you are far too profit-oriented in your approach.

You are saying it is not worth our while sending a lot of licences up there because it is just a pain in the neck and if anybody wants to license a vehicle let them travel 160 miles by car, or 100 miles by train. It seems to me that government is for people and you have a responsibility to provide this service in these remote areas where there are people who are willing to take on the task.

It seems to me the formula you have used in the past was that there had to be so many people in a given area in order to make it worthwhile. We have the community of Terrace Bay with 2,000 souls in it; and they can't get somebody there to issue vehicle permits.

Lands and Forests headquarters is open during regular business hours—you could stick the licences in there, and I'm sure the people would be happy to take on that task. You have also got a liquor store in Terrace Bay where people there at certain times could perform that function—to provide a service to people.

Any time I have ever interceded on behalf of a community they have always said: "Well, we have made a review." It is almost like the application you make to the Ministry of Natural Resources for authority for somebody to issue hunting and fishing licences. They have these form letters they send out: "Thank you very much for bringing this to my attention. We have made a review of the situation and we will continue to review it, and if we ever change our minds you will be the first to know about it."

Mr. Ruston: You did better than I did, Jack; they didn't even answer my letter.

Mr. Stokes: No! But it seems to me that you do have a responsibility to serve the needs of people. And this is what alienates people in the north when they ask for something as simple—

Mr. Ruston: Not just the north—the south too.

Mr. Stokes: —and as straightforward as something like that. When you do have people who are willing to take on the task, for heaven's sake why don't you say: "Ship them a bunch of licences, and let them have their fun"?

Hon. Mr. Carton: First of all, the one you mentioned, Terrace Bay, is only eight miles from Marathon, I understand—

Mr. Stokes: No, it is eight miles from Schreiber.

Hon. Mr. Carton: Well, wherever we have one then; but there is one there. I am not saying you shouldn't help the people all you can, but by the same token people who live in the country—and I lived in the country and we did our shopping by a mail catalogue. If I can order clothes by a mail catalogue, I can send out for a licence by mail; no problem.

Mr. Stokes: This is a service that is taken for granted in other parts of the province. Now you are not comparing—

Hon. Mr. Carton: You have to line up. I would rather take it by mail. There are people in Toronto that mail for them rather than line up; believe me, they do.

Mr. Stokes: But the thing is this is a service that you provide to people as a matter of right in southern Ontario and yet—

Hon. Mr. Carton: Jack, you have touched my heart on other things dealing with the north. But on this one I must say you really don't; because they can mail for them. It is as simple as that.

In Toronto people still do it, even though they can line up and get them. This is not a valid northern-versus-southern issue, compared with some of the other problems; believe me.

Mr. Ferrier: Considering the way the federal government looks after the mails, well, maybe there is a problem.

Mr. Stokes: What if a fellow buys a car in Armstrong? What does he do? Does he wait around for two weeks while he mails the application down here to Toronto and it gets back before he can drive this car?

Hon. Mr. Carton: They tell me the dealer generally has a plate on the car.

Mr. Stokes: Some dealers might; I get wonderful co-operation from my dealer and I can usually persuade him to put it on the car. I don't know whether that pertains in all car transactions or not?

Hon. Mr. Carton: The difficulty is that I doubt you could get anyone, quite frankly. Where there are 700 people, how many cars would there be?

Mr. Stokes: I don't know. Maybe 300 or 400.

Hon. Mr. Carton: Say there were 300 cars. So the commission on that is \$150. And if you had to stay open the whole year-round; you are not going to get anyone to take it on; it would just be a nuisance.

Mr. Stokes: These are only in areas where I already have somebody ready to accept that responsibility. There is no way would I ask you, if I felt there wasn't anybody who would assume that responsibility. However, I've made my point—

Hon. Mr. Carton: Yes, you've made your point.

Mr. Stokes: —I'll tell the people in Terrace Bay and Armstrong how you feel about it.

Madam Chairman: Item 4; Mr. Germa.

Mr. Germa: Madam Chairman, in the past year there was quite a campaign put on to get special registration for ham operators in the province. The information I had was that there was so many states in the United States that had accomplished this, and so many provinces—I think eight provinces—had accomplished this. I just wondered what the holdup was that we couldn't do it here.

Hon. Mr. Carton: This has had a long history since I came into this ministry, Bud. Originally what we had said to them, in effect, was that we were now having a new system of numbering the licence plates and it would be alpha numeral—three of each. Then the ham operators wanted VE3 and then their numbers, and this would be outside the three alpha numeral.

Once you get outside the alpha numeral which we want for everybody, then you would have and we did have many requests coming in from other organizations such as the Kinsmen, the cancer society and the heart society. They all made valid cases for their own particular involvement in having a particular licence plate. We simply stated that where we had the three alpha numeral we

were not going to go outside that for any group of people.

Then they came to me and I suggested that we would compromise and give them VEO for Ontario and then whatever their call letters were. At that time they told me they would not compromise; that they wanted what they wanted and that was a fact. Then they met with the Prime Minister (Mr. Davis) and me, and they admitted at that gathering that really it wasn't a case.

Originally, when they started this campaign they were telling us that it would serve a good function, a purposeful function. In other words, police would know who had this and who had that. This really is not true. At the meeting with the Prime Minister and me their spokesman stated baldly that really it was a prestigious thing and that was the only reason they wanted it. So there again I felt, well, if that is the simple fact then why give in to them?

Subsequent to that—and we've held our ground—I now understand within the last two or three days that they have come back with a suggestion which will conform with the three-and-three configuration. I'm not obstinate; I'm happy to meet them more than halfway. But originally I could not see the purpose of deviating, because as good a case as they could make out, I could name you other organizations that could make out a better case.

Incidentally, for your own enlightenment, Bud, all the jurisdictions which have this special system look at us and say, "We wish we were not in it. We got into a mess and wish we could get out of it." So bearing all these things in mind that was the history of this present situation.

Mr. Germa: Right now, in this present year, we have special plates for special individuals—a doctor carries a D.

Hon. Mr. Carton: That is right, and we will continue to have them.

Mr. Germa: All right, so you are not going all the way with the three-and-three configuration.

Hon. Mr. Carton: It will be within the configuration three-and-three.

Mr. Stokes: That is to make room for "Keep Ontario Beautiful."

Mr. Germa: How are you going to designate a doctor now?

Hon. Mr. Carton: I beg your pardon?

Mr. Germa: How are you going to designate a doctor's registration now?

Hon. Mr. Carton: I don't have the list here—MDA, MDB and so on.

Mr. Germa: There are other special plates around right now. How many categories of plating or registration are there in the province, say this year?

Hon. Mr. Carton: There is the 3,000 for members of the Legislature. There is the 1,000 for the—

Mr. Germa: You mean the four-digit?

Hon. Mr. Carton: Yes, like 30-33.

Mr. Germa: What is the purpose of, say members of the Legislature having four digits?

Hon. Mr. Carton: One of the reasons would be to control parking in front of the Legislature. When the parking attendants see that four-digit number they know he's a member of the Legislature.

Mr. Germa: Isn't that a pretty expensive way to supply us with parking? I'm sure it must be an expensive process to set up die-stamping machines.

Hon. Mr. Carton: It is not expensive at all; you just extrapolate them from the works. There is no problem at all. That is what I told the ham operators in their case, if they would conform to three and three we can meet those other problems.

Mr. Germa: I just don't know the system for sure, but every other vehicle I see registered has a letter in its makeup, except those of the members of the Legislature. You must have to pull the letter off your stamping machine in order to make these special plates.

Hon. Mr. Carton: This year they are all three and three.

Mr. Germa: The members of the Legislature as well?

Hon. Mr. Carton: If they choose to use them. I, for one, am not that keen on using the special number. It may be prestigious, but I don't think it's that prestigious.

Mr. Germa: I don't have one either and I often wondered why we went to that expense to accomplish this. I thought it might have been for some ulterior motive.

Hon. Mr. Carton: No, it's not additional expense. All you're doing is taking them out of the mill and making them available. It's not any additional expense.

Mr. Germa: I don't know; I seem to pick up a lot of traffic tickets and I've spoken with other members of the Legislature who don't seem to have the same problem I do.

Hon. Mr. Carton: On the contrary, I got more. I got more the year I had my licence plate, that's why I turned it in.

Mr. Ruston: You can ask the fellow beside you, Bud.

Mr. Germa: Well, I was just looking at the fellow beside me and he gets home twice as fast as I do. We live—

Mr. Ruston: He's careful.

Mr. Germa: —pretty close together.

An hon. member: How many tickets has he had though?

Mr. Germa: I'm up to seven points and I have to really hold her down. Bernt goes hooting by pretty fast, and I just wondered if those four digits had anything to do with his freedom on the highway?

Mr. B. Gilbertson (Algoma): Maybe if you go a little faster they can't catch you.

Madam Chairman: Thank you, Mr. Germa. Mr. Parrott.

Mr. Parrott: Mr. Minister, you're going to a system whereby these licences will be issued for a three-year period.

Hon. Mr. Carton: Yes.

Mr. Parrott: What will happen then to the remuneration to the issuers?

Hon. Mr. Carton: It'll be the same, because you will have to get the renewal that you tack onto the licence plate.

Mr. Parrott: All right, so it'll be the same amount of renewal for him. A little less equipment in the office.

Hon. Mr. Carton: Right, but he still has to make out the forms and forward them to the ministry and do all the book work.

Mr. Parrott: Fine. So essentially there'll be no change?

Hon. Mr. Carton: No.

Mr. Parrott: I think, following Mr. Stokes' remarks, in certain instances it is a little difficult to live on that particular salary. If it's combined with another business it's all right, or if it's a certain volume it's all right, but there are certain areas where it's not a great livelihood. It's too big to be combined with another business and yet too small to make a very substantial living.

I have two cases in point. Do you think there will be any change in this regard, as far as your remuneration to the individual issuers is concerned?

Hon. Mr. Carton: I can't see it, quite frankly. It's been this way for many years—

Mr. Stokes: That's a good reason why you should change it.

Mr. Ruston: They're all political appointments.

Hon. Mr. Carton: Herb Aiken—

Mr. Stokes: You wouldn't be satisfied today with the same remuneration you got several years ago, no matter what you were doing.

Mr. Ruston: They're all Tories anyway, Jack; why worry?

Hon. Mr. Carton: I wish I had it!

Mr. H. J. Aiken (Director, Vehicle Branch): I think the last increase was about three years ago. There is an association of agents which is very active and I would expect that the minister could—

Hon. Mr. Carton: They're coming to see me this month.

Mr. Aiken: —find them in his anteroom one of these days and at that time they will perhaps put forward their reasons for an increase.

But a number of these people will take on this particular task because it has an attraction for some other business; it brings people into their hardware store, or dry goods shop, or whatever it may be. But in some cases it does not pay for itself, there's no question about that.

Madam Chairman: Thank you, Mr. Parrott. Mr. Ruston.

Mr. Ruston: What I want to bring up under this was access to these registrations by the advertising agencies. I assume this is under this vote?

Hon. Mr. Carton: Yes, it will come under this. Polk and Co.?

Mr. Ruston: Every time I get something in the mail I know it comes off my car ownership in Toronto—and a few days later the wife gets one and the son and everyone else. It bothers me considerably to think that we, as a government, hand out the names of our residents through a government agency; I just don't think it's right. What actual income do you receive for this?

Mr. Stokes: Is it still \$35,000?

Hon. Mr. Carton: This came up in the Legislature, Dick, and I must confess to you that my own personal opinion of it too is that it is rather a reprehensible practice. On the other hand, it's not the \$35,000. We do get statistics from this particular company that are of value to the ministry.

I stated in the Legislature that when our records are computerized then, as far as I could determine, the need to utilize their services would be at an end. Then, having regard to what I consider to be the reason for it now, that would be the time to end the arrangement.

Mr. Ruston: You're saying you're receiving benefits from the company.

Hon. Mr. Carton: The sum of \$35,000, which—

Mr. Ruston: The agency gives you some information. Now, what—

Hon. Mr. Carton: Statistics, county by county, etc. Perhaps you can enlighten Mr. Ruston.

Mr. Aiken: Madam Chairman, as perhaps many of you know, the vehicle file is maintained manually. It represents a significant problem to attempt to take any statistical data out of that file, even such basic information as new car registrations, the number of registrations by county, town, district or city. We get a good deal of assistance from Polk who, after acquiring a copy of the file, are able to produce this information for us.

Mr. Ruston: I would like to know what he gets from Sovereign and some of these seat cover manufacturers and everything else, because they sure do send out enough mail.

Mr. Aiken: I would expect that he makes a profit.

Mr. Ruston: No doubt.

Mr. Aiken: At the same time, it might perhaps be pointed out that this is a practice common to all North America. There are some ancillary benefits, I suppose, in that the motor vehicle manufacturers are able to make use of information of this kind in order to provide service by geographical assessment of needs. They are able to establish sales campaigns; they are able to take data from these files with respect to some of their problems in merchandising their particular product. It has benefits other than those for Mr. Sovereign.

Mr. Stokes: If there are so many benefits, how do you determine the company you give it to? That's the only name I have ever heard.

Hon. Mr. Carton: I think this is the only company, to my knowledge. I think Polk and Co. have the thing sewn up; all the other provinces are tied up with Polk and Co. to my knowledge, including Manitoba.

Mr. Young: How long before the computerization takes place?

Hon. Mr. Carton: This I don't know.

Mr. Stokes: How does one get in on it, if I decided to get in? It seems to be quite a lucrative business. How would I get into it?

Hon. Mr. Carton: If you and I went into it, we'd probably starve.

Mr. Germa: You've got to buy a computer.

Hon. Mr. Carton: It's a successor to *Might and Co.*, the directories people. It's in co-operation with others, you know; it's not just a single item they use. They have a myriad of statistics that they supply.

Mr. Young: I see.

Madam Chairman: Anything further?

Mr. Germa: Madam Chairman, could I raise one more point? I think it is rather an asinine point, but I think it has to be raised. There is a case of Mr. Robert Hopps, who owns an automobile and he wants to put it into dual registration with his wife. The licensing bureau has demanded that he get a mechanical fitness certificate to get this automobile registered in a dual registration, for man and wife. I thought that the mechanical fitness certificate was instituted to stop shysters from putting unfit automobiles on the road, which is not the case here at all.

The same man is going to own the car. It is the same car, and by common law the wife

already owns half of the car. Why should they have to go out and spend \$25 to get a mechanical fitness certificate to get dual ownership on the registration?

Hon. Mr. Carton: I don't understand how you get dual ownership.

Mr. Germa: Dual registration.

Hon. Mr. Carton: Yes, he wants it in both their names?

Mr. Germa: Yes, Mrs. Hopps and Mr. Hopps, instead of just Mr. Hopps, as it is now. The car is registered in Mr. Hopps' name. For some reason or other, probably for inheritance purposes or something else, I understand it is possible to register a vehicle in the name of Mr. and Mrs. Why can't this registration be changed without this man having to go to the expense of getting a mechanical fitness certificate?

Mr. Aiken: This really, perhaps, comes under vehicle inspection. In any event, pursuant to section 58 of the Highway Traffic Act, there is no exemption in this particular circumstance; that section is all-embracing and it applies to any transfer of ownership. The transfer from one person to dual identities of the kind you describe, appears to be a transfer in ownership; and for that reason there is this requirement. Now, as I say the difficulty is that there is no exemption in the section at the moment that would permit the type of transaction you have described to go forward without the production of a certificate of mechanical fitness.

Mr. Germa: You must agree it is rather asinine though, and that there should be something done with legislation which would make provision for a common sense move like this.

Mr. Aiken: I would leave that question to my minister.

Mr. Germa: I'll direct that to the minister.

Hon. Mr. Carton: Why, because it is assinine or what?

Mr. Germa: No, the legislation, Mr. Minister.

Hon. Mr. Carton: I think you have a good point, Bud. I think not only from husband to husband and wife, but probably from husband to wife or from husband to child; but I will check into that.

Mr. Germa: Thank you.

Madam Chairman: Item four. Shall it carry? Carried.

Item 5, vehicle safety inspection. Mr. Young.

Mr. Young: On item five, Madam Chairman, and I am not going to make a speech on vehicle safety inspection. I think there is enough on record in Hansard over the last seven, eight or nine years here to indicate what I think about it, but I would like to ask the minister just what progress is being made.

We are getting more inspections done, I understand from the reports. We are getting more safety lanes. We are getting more casual inspection on the highways and more inspection stations, temporary inspection stations being set up in various towns and cities throughout the province at various times during the year.

Now I wonder if there is any progress being made or any real thinking being done, about mandating that cars must be inspected every year at least, or every six months the way it is in some jurisdiction. Because there is no question that this is a must, ultimately, in safety.

The record of all the jurisdictions where regular inspections take place shows that accident rates do go down; not only because of the catching of defects before they become too serious, but also the incentive it provides for people to keep their cars in better shape. I wonder if the minister could tell us what progress is being made in Ontario in this field.

Hon. Mr. Carton: You are talking about the compulsory periodic motor vehicle inspection?

Mr. Young: That's right.

Hon. Mr. Carton: My understanding, and Mr. Aiken can give us the details on it, but my understanding is that in the case of our present programme, it is getting the most of what we can get for the dollars we are spending.

As you know, a policeman can stop any car on the highway that he thinks is unsafe and direct it to a safety inspection and take the licence or whatever. Then we also have our periodic inspections around the end of the year, and especially around Metro Toronto.

My understanding is that some of the jurisdictions that have gone into the compulsory inspection are actually getting out of it.

It is also my understanding that two of the largest states, New York and California, have the same kind of a system that we do. But, Mr. Aiken, would you enlighten this fellow more fully on that?

Mr. Aiken: Madam Chairman, the question of periodic inspection as opposed to the Ontario system is one that is being discussed outside the province. It is something that has come to the attention of the National Highway Traffic Safety Administration in Washington. As you know, by the encouragement of the dollar, they are attempting to see developed in the various states to the south of us a compulsory periodic vehicle inspection.

Some states, Michigan for one, California for another, have resisted this particular pressure because they are not satisfied that on a cost benefit basis they are going to get full value for the cost involved.

Part of the problem is that with the present state of the art, you tend to inspect too many vehicles in order to get the ones that really require inspection. Part of the problem is our inability to identify beforehand which vehicles would really benefit from the inspection, as opposed to those others where you are perhaps putting the driver or owner to some expense and certainly some inconvenience.

In response to the positions that have been taken by these very large states, the National Highway Traffic Safety Administration is going to send out some teams within the next year, beginning almost at once. They are going to carry out a series of spot checks in these other states in order to establish just what the safety level may be.

Some of the things that have come out, interestingly enough, from states where there is a periodic compulsory vehicle inspection, is that the number of deaths per 100 million miles, or the number of injuries, apparently aren't appreciably lower. Now, it is recognized that this is not a simple matter. There can be a great many influences brought to bear on that kind of statistical data; but it is something that gives them some reason for concern.

There would be a concern, too, for the type of inspection; sometimes it is done very, very quickly. It is perhaps unfair to say superficially, but perhaps the examination may not be very much more than that. It perhaps tends to provide the owner with a kind of security that may not, in fact, be

reflected by the condition of his motor vehicle.

In Ontario, under the present programme, about 800,000 vehicles are inspected under section 58; that is the used car programme. Now, if you have about three million vehicles in Ontario, of which about 400,000 each year are new vehicles, then you are talking about 800,000 out of about 2.6 million which are being picked up by an extremely stringent vehicle inspection programme.

In addition to that, there are another 80,000 roughly that are inspected in the spot check programme; and still others that are picked up by the police across the province. If they see a defective vehicle, of course they have the authority to inspect it. Where it fails the tests that seem expedient, it can be removed from the road.

I think there is no question about the value of inspection. But the question really is, is there that much benefit in the compulsory inspection of all motor vehicles? This is the thing that I think Ontario must watch very closely for developments.

Mr. Young: Of course, some jurisdictions ask for inspection after a car reaches a certain age, three years say or so many miles. This eliminates the new cars when they are perhaps the least susceptible to danger.

Mr. Aiken: This is something we are looking at.

Mr. Young: I see.

Well the other question that I would like to ask the minister, through you, Madam Chairman, is how many cars are actually picked up by the police through the legal right you mention? This is where they are suspicious of a car and they stop it and inspect it; and perhaps order it in for a more thorough check. Have we any figures on that?

Hon. Mr. Carton: We have the figures; I don't have them here. Do you have them?

Mr. Aiken: Madam Chairman, we don't have the figures with respect to the action taken by the police in isolation from the ministry's activities. This is the sort of thing that is going on this evening somewhere in Ontario, where a vehicle is discovered to be without headlights or with some other very obvious defect and the police would take action immediately.

Mr. Young: This would be in an area where an inspection lane is now set up?

Mr. Aiken: No, quite independent from that.

Mr. Young: Quite independent?

Mr. Aiken: Quite independent from that. About 80,000 vehicles were referred to the lanes last year, about 60,000 of those were brought in through the action of the police and the balance came in voluntarily. But volunteers are not encouraged, because we would like to use our resources for the suspect vehicles where we can. It could run into fairly significant numbers. We have attempted to get the police to supply them, but there is just no correlated system of reporting across the province from the various police authorities.

Mr. Young: So it would be very difficult to estimate how many vehicles are missed each year? You have 800,000, say, who are caught in the actual inspection when the ownership is transferred.

Mr. Aiken: Yes, we have.

Mr. Young: Then you have another group who are caught in the inspection lanes and others who come in voluntarily, but we have no way of knowing exactly how many are still on the roads. I suspect that a great many of those on the road belong to people who just don't want to go to the inspection lanes because the vehicle is a bit shoddy.

Hon. Mr. Carton: They don't go voluntarily, you mean?

Mr. Young: Yes.

Hon. Mr. Carton: Right!

Mr. Aiken: Well, Mr. Minister, if I may, this is so; they would attempt to avoid the lanes. However, an amendment was put into regulations—I guess the year before last, and last year had its first test and this year is getting an extremely good test—it is the authority by which the police can invite the driver of a suspect vehicle to attend at the inspection lanes. Of course, they are able to distribute these "invitations," if you will, before the lane arrives and before there is any general knowledge of its coming. Most local police enforcement people have a pretty good idea of which cars they would like to see in the lane and so they are able to distribute this paper rather freely. Of course, it's an offence not to attend. So we feel satisfied, particularly this summer, that we are getting a better "quality" of suspect vehicle—if that's an appropriate statement.

Hon. Mr. Carton: We're getting the true suspects. They are not leaving the car in the driveway when they see the safety lane around the neighbourhood.

Mr. Bullbrook: That is why you keep away from those four-digit licence plates.

Hon. Mr. Carton: That is right.

One other thing on the PMVI, though, is that I suppose if there is a periodic mandatory inspection and people know there is, then I would suspect that they would not want to have an inspection other than that mandatory one; they would be loath to have any other inspection if a policeman stopped them. Another point is, they would tend to leave it until the periodic inspection was taking place and then have their car repaired; say, if their periodic inspection comes up in April they would wait until April 1 to get their car really brought up to date and tuned up. These are only a couple of gratis comments in addition to Mr. Aiken's.

Mr. Young: So that there is no feeling, at the moment at least, that regular mandatory inspection should take place.

Hon. Mr. Carton: No, subject to the point that Mr. Aiken made, which I think is worth considering, is inspections at 30,000 miles or 40,000 miles or whatever. That is worth looking into, I think.

Madam Chairman: Mr. Germa has a question.

Mr. Germa: Madam Chairman, with the growing number of school buses on our highways, are there special inspections for these vehicles? Are there special design standards that have to be met before they are put into service as a school bus? What is the situation at present?

Hon. Mr. Carton: Currently some work is going on in this area. I will let Mr. Aiken speak to it. One of the things which doesn't relate to the vehicle you know is that the school bus drivers have a mandatory test every three years.

Mr. Aiken: Madam Chairman, there are requirements now with respect to school buses. The operator of the school bus must file with the department, before August 31 and December 31 each year, a certificate of mechanical fitness that has been signed by a licensed mechanic in respect of the buses that he operates. That particular inspection covers such items as glass, windshield wipers, lights, horns, speedometer, mirrors, doors,

seats, body, floor, bumpers, exhaust system, hood latch, steering mechanism, suspension of the front end, brake fluid, brake pedal, parking brake mechanism, flex brake hose, brake linings, and tires. The ministry itself does not issue standards at the present time.

There is a study that will be completed almost immediately by the American National Standards Institute who have provided most jurisdictions with the basic material that has gone into their vehicle inspection standards. For example, our standard that relates to the used car was born of the ANSI Standard D7, and we expect that there will be a school-bus standard produced very shortly that I think we'll find invaluable. In the meantime, of course, the mechanics refer to the manufacturer's maintenance manual for any adjustment and for any specifications.

In addition to that our own inspectors from the vehicle inspection section also examine that bus twice a year. It's done at the school yard, it's done at the owner's place of business or place of residence, so it's a more casual form of inspection, but it gives some indication that the basic inspection was in fact carried out in the manner certified in the certificate and as a result the school bus record in Ontario is a good one.

Madam Chairman: Shall item five carry?

Mr. Young: Well, just on that basis, the reason why the investigations started to take place in the United States, of course, is because so many instances came to light where there was flimsy construction of the school buses; not enough rivets in the body and a lot of things where construction of that kind of bus was on a much lower scale than construction of the highway buses. So that's going forward.

I suppose this is nothing we know about, but if it's adopted in the United States, would that become a federal standard here if it's adopted, or would you have it a provincial standard?

Mr. Aiken: Madam Chairman, I think perhaps here we are talking about two things. One is the standard for the inspection of the school bus when it's in use—

Mr. Young: Yes, I am talking about construction.

Mr. Aiken: All right. I think perhaps we may have stolen a march on our friends to the south with respect to school-bus construction. The Canadian conference of motor

transport authorities began, by means of an ad hoc committee two or three or four years ago, to develop a new bus or construction standard. Ultimately, under the direction of the ministers who have responsibilities in these areas, they went to work with the Canadian Standards Association, and have developed a CSA Standard D250 which deals with the standard of construction for new school buses.

And here in Ontario the manufacturers of school buses have been meeting that standard voluntarily since January 1 this year. As the minister will no doubt tell you in the fullness of time, this will be adopted as a Canadian standard. The other provinces have indicated that they propose to do the same thing. There will be a difference in time, of course, because Legislatures sit at different times and their priority of work is different.

Mr. Young: So this will be a Canadian-wide standard rather than a provincial standard, if and when it is developed?

Mr. Aiken: All provinces will have adopted the same standard, which is the CSA standard, Canadian Standards Association.

Mr. Young: So that the buses are now being turned out to meet these standards, but the older ones we don't know about.

Mr. Aiken: It would be impossible to retrofit, yes.

Mr. Stokes: In this connection, is there any way in which we can have our own sort of seal of approval? You know, you get the CSA seal of approval. I found it a little bit offensive coming in from the airport here a couple of weeks ago, on a brand new bus and of course right up in the front was "This bus meets with ICC approval". Is that the interstate commerce commission in the United States?

Mr. Aiken: This is a bus, sir, that would probably travel into the states and of course, in order to do so must meet its requirements.

Mr. Stokes: Yes, but it certainly should meet Ontario standards and if so, is there any way that you can put that up there so that you can say well, "It also meets our requirements"?

Madam Chairman: Thank you very much. Does item 5 carry? Carried.

Item 6, highway safety, co-ordination and promotion. Mr. Bullbrook.

Mr. Bullbrook: If I might, Madam Chairman, I'd like to say a few words that probably won't be accepted by my colleagues, or the minister, or yourself, and in doing so—

Madam Chairman: You are anticipating us.

Mr. Stokes: Stop anticipating us.

Mr. Bullbrook: As usual I am not overly sold on what I am going to say myself, and may I say to you, Madam Chairman, that I was upstairs during the course of driver control, trying to get on up there and I am going to attempt to talk under this vote on highway safety co-ordination about something that more appropriately would have come under driver control. I think that I can in some fashion bring it within the relevance of this particular vote.

To try to establish that relevance, surely under highway safety co-ordination, one of the principal considerations is the control of drivers who have been subject to some malfeasance.

Having said that, I want to say to you that I wonder sometimes about the propriety under the regulations of the lack of discretion in the minister to permit the issuance of a restricted license in the first three months. In saying so, I recognize that this is one of the most significant aspects of deterrent and punishment that's available to the Crown, in connection with impaired driving and the use of alcohol. I do recognize that very much, and as a result you can now see why I myself was somewhat reticent to bring it up. The second reason for any reticence is it would put an additional obligation upon not only the exercise of the discretion by the minister, but a great deal more obligation upon us as individual members, because we always have that panacea of availability to say to the constituent who comes to us, "I'm sorry," and I've used this phrase so many times, "were it John P. Roberts," or now William Grenville Davis, "it wouldn't make any difference. His licence is suspended for three months."

By the way, may I say that I get co-operation and I feel everyone else gets co-operation in attempting to assist individual constituents within the discretionary availability after the three months or after the half term, depending on the term of suspension by the court or by the department. You get nothing but co-operation from them. But I find, to a certain extent here, that there lies an administrative punishment, wherein justice isn't tempered with mercy.

The problem is that each individual circumstance is different. So many times we do get the transport driver, and we recognize the concurrent obligation that he has, even more so than the man who owns his own business or has a fleet of other vehicles available to him and drivers who can transport him. At times I really do feel that perhaps we might consider—and I'd be interested in hearing my colleagues just for a moment speak on this—if there shouldn't be a discretion available to the ministry in the first three months or in the half term.

I myself have had families, the burden of whose story has been that the father has lost the job and he's out of work. In many instances, he can't get a job again, and the whole family has suffered through that error. I'm not trying to minimize the error, but it seems to me that, in many instances, the punishment doesn't commensurately fit the crime in all circumstances. I'm interested in what the minister has to say in that respect. I want again, to put on the record my particular reticence in bringing the matter up, because I recognize the significance of the deterrent factor here. A fine, in many instances, and on second conviction a term in gaol do not really have the same effect as does the mandatory loss of driving privileges.

Madam Chairman: Mr. Bullbrook, you are actually out of order. We did spend about 40 minutes on item 3.

Mr. Bullbrook: Oh, we did; isn't that too bad!

Madam Chairman: The only thing we did not discuss was this matter of ministerial discretion, but we discussed every other aspect in very great detail.

Mr. Bullbrook: Right!

Madam Chairman: If the minister would like to make just a comment, that's all right, but I do not think we should prolong it.

Mr. Bullbrook: One of the problems we face is that the Ontario Police Commission is being discussed upstairs and it's a matter much closer to my heart than driver control. I wanted to speak about driver control for a moment.

Hon. Mr. Carton: We did go into this—

Mr. Bullbrook: Granted!

Hon. Mr. Carton: —as Madam Chairman mentioned. You hit the nail right on the head

—how do you rationalize one as opposed to the other? The matter, as I understood it, is being studied right across the country now because of the 0.08 problem which has increased the number of convictions. It is under study in all the provinces. Frankly, I don't know the state of the other provinces, whether or not they are more harsh or more severe; I suppose there are both.

Mr. Bullbrook: I am told some are more severe.

Hon. Mr. Carton: Right! But my own personal view, and I had, as you have had, many cases where it has wreaked hardship on the accused.

On the other hand, with the carnage that is on our highways, and if you saw the statistics which I'm sure you have seen; and drinking is the major problem in highway accidents.

So I guess it's a case of trying to take the right approach, and presently it appears to be one that they should lose their licence for the three-month period.

Mr. Bullbrook: The only thing that strikes me and I realize—

Hon. Mr. Carton: Restrictive licences would be of no value whatsoever, because how do you enforce restricted licences? How do you know whether it's a restricted licence?

Mr. Bullbrook: Well, you do issue them now, don't you?

Hon. Mr. Carton: Yes, but I am not so sure that we will continue to do so.

Mr. Bullbrook: See, basically my concern, the expression of my concern is this, that when you do have a judge adjudicating and coming to a conclusion with guilt in other matters, he normally has a presentence report available to him, and that presentence report does take into consideration family circumstances, employment record and things of this nature. In assessing the appropriate penalty upon the individual prisoner before him, he takes all those things into consideration; but a blanket administration decision, in effect that there is no discretion available either to the court or to the minister on the recommendations of the court in the first three months, says that particular penalty is exacted upon everybody no matter how different the consequences might be on the recipient of that particular decision.

Hon. Mr. Carton: No, I wouldn't take issue with you on it, Jim; it does wreak a hard-ship.

The deputy just tells me, he is just back from overseas, he tells me that in Britain they have really got tough on drinking drivers, much more so than we are here.

Mr. Bullbrook: Well, that is why I began by saying, Madam Chairman, that I wasn't sold on what I was going to say, but it was worthy of note.

Hon. Mr. Carton: One of the difficulties, if I can pursue this, one of the difficulties is on your second conviction, Jim; the judge doesn't know it's your second conviction, and then there is the mandatory jail sentence. That really wreaks a problem, because he can't even go home and tell his wife type of thing.

Madam Chairman: Item 6 then, is it carried? Carried!

Vote 1905 agreed to.

On vote 1906:

Madam Chairman: The minister would like us to start on item 2, please.

Hon. Mr. Carton: And do item 1 in the morning. Is that all right? Well, go ahead, there is only two minutes.

Mr. Ferrier: You want to do item 2?

Madam Chairman: Yes, the minister would like to do item 2.

Mr. Ferrier: All right. There was a meeting held in Timmins about three or four weeks ago at which Mr. Foley here was the speaker of government policy. It was concerning—

Hon. Mr. Carton: He would deny that; he was the speaker.

Mr. Ferrier: I won't get into that. He was a very good speaker, very articulate. He mentioned the problems and the studies and so on that the government were coming up with to try to meet these problems.

One of the problems raised was the whole question of PCV licences in northern Ontario. Some of the shippers at the meeting mentioned that if they got someone else to haul their wood products that they had to enter into a special kind of agreement with them and then the guy that owned the trucks

didn't have any control over the drivers and so on. They felt that part of the freight rate problem in the north could be tackled and resolved if these PCV licences were not in effect in northern Ontario or for northern shippers.

Mr. Foley stated there was a study being undertaken now. I think you had mentioned this in a ministerial statement in the House, and there was some validity in doing away with these PCV licences for northern shippers, that a part of our problem, as far as freight rates and so on are concerned, could be handled if there was more competition. Then the term "bootleg shipper" was used, but they were often very legitimate people transporting products from the north to various other places. One of the statements made was that a man had to ship his products from New Liskeard to Toronto to be taken by an interprovincial shipper to come right back past New Liskeard on its way to Winnipeg, thus adding to the cost of the shipping.

How serious is the consideration to do away with these PCV licences for northern Ontario carriers? Are you really looking into it in some depth with the possibility of some action being taken so that the competition can be restored? Or was this more or less just a way to put these men off?

They had brought these problems up at the conference that Allan Lawrence had in Timmins. They explained the problems and said, "Here we are doing it again. It's the same old story, but we'd like to know if something's going to be done or not."

I'd just like to reinforce what they said and follow up a little bit on what Mr. Foley said and see if you're really going to do something about this and perhaps help us in the northeast, at least, with this problem of freight rates.

Hon. Mr. Carton: This was for specific commodities exemption, was it?

Mr. Ferrier: Well, it was mainly manufactured products, the shipping of lumber and some finished goods that the shippers in the New Liskeard area were talking about, but it may have been other goods as well, I don't know. It was felt that this would be a way we could get manufactured goods to markets if these licences were relaxed as far as northern shippers were concerned.

Hon. Mr. Carton: I'll let Herb Aiken speak to it, but as far as I'm concerned I haven't any thought, I haven't even gone into it, con-

sidering this special exemption. But I'll let Herb Aiken speak to it.

Mr. Aiken: Madam Chairman, yes, there is some work going on at the moment to inquire into these matters. You would, of course, recognize that this strikes at the principle of the Public Commercial Vehicles Act which, with very limited exceptions, requires the licensing of the carriage of goods for hire. There are certain exemptions with respect to products coming directly from the forest or from the farm, but the implications of lifting this kind of control is a matter that I'm confident couldn't be entered into lightly. It is difficult to assess just what the ripple effect would be.

One of our problems, of course, is identifying a particular good as to its place of origin. Enforcement presents some problems, but more important than that is that the design of the Public Commercial Vehicles Act is to try to maintain a stable, viable transportation system by highway. Therefore changes, of course, must be measured in order to establish where you're going and what the result would be. The result could be some short-term gain and some long-term losses.

Mr. Ferrier: I was impressed by the arguments that those shippers made at that meeting, in outlining the problems that they were confronting and how, if some changes were made, they could be competitive and we could see northern industries being put at more of an economic advantage in getting their products to market and this was a way that the freight rates problem could be tackled. I gather from what Mr. Foley said that this was being looked at.

I thought he presented some very good arguments and seemed to hold out a measure of hope in this area. I must say I was impressed with his presentation and the things he said. I thought the government was trying to come to grips finally with us in the northeast and this was one of several ways.

I would hope that you would really take a very close look at it and see if there are some modifications that can be made to help the shippers in the northeast and in the north in general. It may be part of our solution and it might make us competitive and it might make northern industries more viable. I really hope you can follow up on it and do something about it and see if there is not some justification for making some modification

and changes as our problems in the north dictate.

I thought Mr. Foley put it pretty well. He said that it wasn't a closed issue at all; that the department would study it. I would like to get a commitment from you that you will look into it at some depth and, if it's not feasible, we'll live with it. But if there is an opening there, give us the shot in the arm that we have been looking for and we so badly need.

Hon. Mr. Carton: Mr. Foley is always impressive when he speaks. I would agree with you.

Mr. Stokes: Especially on policy.

Hon. Mr. Carton: I must reiterate that this is not at the ministerial level and this would be within the context of Mr. Foley's study on freight rates. I can understand him throwing this out as a suggested area of study because it would tie in with the all-embracing study that is taking place on freight rates in the north. Within that context, I can see him—

Mr. Ferrier: If he makes that recommendation in that report, will you at the ministerial level get your colleagues in the resources development field and go into it to see if his recommendation can be acted on? Those shippers put forward a point and it is something they have had to live with for a little while now, and they thought this may be a way out. If he makes recommendations that this should be looked at in some depth, I hope you really will examine it and see if it is a viable solution for us and if it is possible, within the whole licensing framework, to make some modifications for northern manufacturers who want to ship their goods.

Hon. Mr. Carton: All matters are looked at from all angles and I suppose that's when it reaches the minister's level.

Mr. Ferrier: Well, look at this one very specially.

Madam Chairman: Thank you very much, Mr. Ferrier. Is item 2 carried?

Some hon. members: No, Madam Chairman!

Madam Chairman: Shall we adjourn then?

Mr. Stokes: The minister mentioned something about we'll deal with that tomorrow morning at 10 o'clock. Why?

Hon. Mr. Carton: I am sorry, I was thinking of myself. I probably have some things that I am supposed to do at 10. When did I say that?

Mr. Stokes: You said will you hold—

Hon. Mr. Carton: Item 1? Until tomorrow, just until tomorrow.

Mr. Germa: There is legislation in the House tomorrow, does that mean we still meet here?

Madam Chairman: We will reconvene tomorrow afternoon.

The committee adjourned at 10:35 o'clock, p.m.

CONTENTS

Monday, June 19, 1972

Public operations programme, concluded	S-1387
Vehicles and drivers programme	S-1400
Common carriers programme	S-1416
Adjournment	S-1418



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications

Chairman: Mrs. M. Scrivener

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Tuesday, June 20, 1972

Speaker: Honourable Allan Edward Reuter
Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

TUESDAY, JUNE 20, 1972

The committee met at 3:25 o'clock, p.m., in committee room No. 1; Mrs. M. Scrivener in the chair.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS (continued)

On vote 1906:

Madam Chairman: Mr. Minister and gentlemen, we will come to order. The substitutions I have this afternoon are: Mr. Young for Mr. Cassidy; Mr. Ruston for Mr. Haggerty; Mr. W. Newman for Mr. Jessiman; Mr. Ferrier for Mr. Martel.

We are on page 252, vote 1906, item 2. Mr. Young has the floor.

Mr. F. Young (Yorkview): Madam Chairman, I'm coming back to an old chestnut in these estimates. The matter of pseudo leasing, or illegal leasing, or sham leasing, whatever you want to call it.

Just to provide a background, I want to put on record a statement I made back in September, 1967, Mr. Minister, which puts the situation, I think, about as it stands today.

The government of this province is standing idly by while the destruction of one of our key industries is going on right beneath its collective eyes. The legitimate transport business in this province is licensed by the Department of Transport. It pays local business tax. It has defined haulage areas covered by the licence. It is subject to inspection by departmental inspectors. It carries cargo insurance and other benefits.

This industry is now being threatened, and is being squeezed out of existence by rental transports, which are pounding up our streets and highways in ever increasing numbers, and which operate completely outside the regulations set out by the Department of Transport.

Giant rental companies, often controlled in the United States, set up shop in local service stations, thus escaping both property and business taxes. They buy provincial

licence plates for their trucks, and they are in business. They have no territorial limitations. They can go where they wish, work a seven-day week, and do business anywhere.

The rental trucks are generally supplied by dealers at a much better price than the licensed carriers and because of the dealer link they are used transports of a higher resale potential.

Right now many such companies are operating in Metro and across the province. Dominion U-Drive, for example, is centred in a service station at Pape and Cosburn. Carman Rentals are operating from another service station at Curity and O'Connor Drive. Robertson Motors fans out from a Shell station at Ellesmere and Kennedy Rd., while Hertz operates from an Esso station at Lawrence and Kennedy. These are but a few of the locations from which the regular haulage industry is being threatened and from which the rentals are operating without the overhead of the indigenous industry.

Adding insult to injury, the licensed carriers are limited in territory, while the rentals are free as the birds. Licensed companies do business within a specified area, and are subject to penalty if they pick up or deliver cargo outside these boundaries. If they wish an extension of these limits they must file an application, accompanied by a \$50 fee. The hearing involves legal and other expenses. But the rentals aren't bound in this way. They go where they wish, and do business wherever they can find it. It's an ironical fact that a licensed company operating in Metro can't use one of its own trucks to take a cargo to Hamilton, but the same company can lease a rental truck and make the delivery without violating any regulations of the province.

More than this, the licensed companies must file their rates with the department. These rates stand for two years and, if a change is desired, 30 days' notice must be given before the adjustment can go into effect.

Rental operators aren't tied in this way. They can charge what they wish and change their rates to serve any circumstance which may arise. In this way they can undercut the set rate and steal business from a legitimate firm without having to account to any authority, as the licensed operators must.

Cargoes carried by the licensed firm are fully insured. But the rentals can't buy cargo insurance, a fact that companies using them don't fully realize. Sometimes, too, the rental drivers lack experience and they aren't covered by the usual fringe benefits and protection. These drivers often come from pools of casual drivers, or from employees within the company providing the equipment.

Action by the Department of Transport is long overdue in the chaotic trucking industry. The licensed firms are made up of people who have pioneered the industry, opened up the routes and built the business from small beginnings. They accepted the necessary regulations by government in order to keep some semblance of order in the situation. Now, the licensed carriers watch helplessly while the government allows the rental boys to invade the province, evade our taxes, pound our roads to pieces and ride roughshod through all Department of Transport regulations.

The time is here for the government to bring all transportation of this kind under its rules, levy taxes on all businesses operating out of one address, and restore order in the whole truck transport field. Perhaps Ontario could take a lead from Quebec, where the shipper is held responsible for seeing that transportation companies hired are legitimate ones under provincial regulations. In any case action is imperative, and fast, if our licensed carriers are not to be doomed by the unregulated interlopers in the field. The Minister of Transport has been too long derelict in his duty in this respect. Let him act—and act now.

It was in September, 1967, Madam Chairman, that this statement was made. At about that time I also made a statement in the House along the same line. Since that time we have had new leasing companies of this kind—illegal, sham, pseudo-leases, whatever you want to call them. We have one, for example—the Sandan Vehicles Ltd.—which is now carrying practically all of Polymer's business. This is a federally owned company, a public company, and yet they are using an illegal carrier for their business in Ontario

and helping to smash up a legitimate transport business.

Then, of course, we have another one mentioned in the House this afternoon by the Attorney General (Mr. Bales). Grange of Canadian Driver Pool is in this business and is among the illegal carriers in Ontario.

A lot of development has taken place since that time, Mr. Minister. I think perhaps the deputy is filling you in on some of this that has happened, and I don't think you need me to bring you up to date particularly. But I have a "Truck Transport Canada, 1971"—that was August, just recently—which quoted the then minister. He said:

Despite a high number of convictions, PCV operators contend innumerable pseudo-lease operators are offering drivers, as well as trucks, to shippers at rates established carriers can't hope to match. As a result route authorities are being eroded and legitimate carriers are facing severe financial problems. Operators also contend that if an unauthorized person starts an airline or a bus service he would be prosecuted and put out of business within a week. A pseudo-lease truck operator will continue to flout the PCV Act until penalties are more severe and more stringently enforced.

What steps are being taken to stamp out illegal truck operations and protect established route authorities? Can you offer regular carriers any hope that pseudo-leasing will be brought under control? [This was the question. And at that time the minister said:]

A series of attempts have been made by amendments to the Act to provide more effective enforcement control. But such approaches are met with serious difficulties in obtaining evidence to support a conviction. The real problem here is the formal lease arrangements clearly indicate a legal leasing operation, but what actually takes place in the transportation operation is not in keeping with the agreement.

Proof of the department's concern is evident at present by a committee of industry and department people searching diligently for reasonable solutions to the problem and it should be noted this is a very difficult problem, not peculiar to Ontario alone, but of concern in other jurisdictions as well.

Last year, you remember—I think both the minister and the chairman have changed in the meantime—I brought this matter before

the committee and we had quite a discussion. Mr. Humphries was in on it quite extensively.

At that time I raised the question of the convictions that were being won and Mr. Humphries told us the enforcement of the present Act has produced 251 convictions against the type of illegal operators in the past three years. The convictions were going forward—251 in July, 1971, a year ago. One company at that time—the Canadian-American Transfer Ltd.—had, I think, 85 convictions and I understand it has something like 120 now. The fines have gone up from \$25, to \$500 last June, to \$1,000 the last fine. And yet they continue to operate, looking on this evidently as just a licence to continue operations.

The reason for the difficulty we were given, at that time, was that this company had taken its case before the Supreme Court of Canada and that case was still there. I understand that the case has since been terminated and the company has won the appeal—not on the basis of operating illegally, but on the basis, I think, that the province was not able to take away its licence plates.

So there was some fault, perhaps, in laying the charge under the wrong Act, or whatever it may have been. But we're back, evidently, to square one on this, and perhaps the minister can bring us entirely up to date. In the meantime, the minister has looked at this situation, I understand, and he did make a statement recently to the annual conference of the Automotive Transport Association at the Skyline Hotel—this was on March 9 this year—when he said:

With regard to illegal leasing, I am advised that the investigation of the problem by the committee, composed of ATA and the department representatives, are well advanced and recommendations will be forthcoming in the very near future. There is very little doubt in my mind that illegal leasing, as we know it, could undermine the structure of the carrier industry. I have considered the resolution passed last November, at the 45th annual convention of your association, and am prepared to take under advisement any proposals, regarding this resolution, that the combined committee represents.

Please remember that there is no reason that the favourable rapport that ATA had with my predecessor, especially in the area of illegal leasing, should change because I now head the department.

Brave words, Mr. Minister. Since 1967 we have had a Minister of Transport, we have had two ministers of highways and transportation, and now a new minister in this department; all giving us promises about this matter. In the meantime the illegal leasing, the pseudo-leasing, whatever you might want to call it, continues. We wonder what the situation is.

I understand that the committee that investigated this matter has now pretty well completed its work. The minister perhaps has the report at this time. I don't know whether he is prepared yet to make it public, and to tell us what he plans. But certainly this is an area where, for too long, there has been neglect, delay—whatever you might call it. It may be a problem with the law. It may be just sheer neglect on the part of some of the ministers in the past, I don't know, I am not prepared to make any charges. All I know is, that this matter has been going on far too long, and the time is here for the minister to take pretty significant action to tighten up in this regard, and to put a stop to this kind of—to use the phrase again—illegal leasing, sham leasing, pseudo leasing, according to the person who is talking about it.

Perhaps, Mr. Minister, you could give us some information as to what the developments are?

Hon. G. R. Carton (Minister of Transportation and Communications): Madam Chairman, may I first commend Mr. Young for his presentation. It was an excellent presentation and very factual.

I do have the report now, in my hands. As a matter of fact I was to meet—and Mr. Goodman is in the audience out there—I was to meet with the ATA this morning, which meeting had to be cancelled. This matter of illegal leasing was one of the A-priority items when I took over this ministry in this particular area. There are all sorts of A-priority items in the many areas in this ministry, but this was one of the A-priority items.

The committee has put the report in my hands. I was hoping to meet with the ATA this morning. I am not certain whether another meeting has been set up for the next week or so. If there hasn't, I will set one up and, at that time, I will be discussing the whole problem of what the report and its contents are.

I agree with you that legislation is required. It will be brought in, but I don't want to go any further than that during these estimates. I do agree with you wholeheartedly.

Mr. Young: Then we have the minister's assurance that action is going to take place in this field?

Hon. Mr. Carton: Definitely. I don't know the timetabling or the scheduling of the Legislature obviously, but we will be preparing our legislation.

Mr. Young: Then I take it for granted, Madam Chairman, that I will not have to bring this matter back in the estimates of 1973?

Hon. Mr. Carton: Just to congratulate me.

Mr. Young: I would like nothing better, Mr. Minister, than to congratulate you upon a very significant job accomplished, once this thing is finished.

Hon. Mr. Carton: As I did you on your presentation. It was excellent.

Mr. Young: All right, I promise to congratulate you, Mr. Minister, if we have the results. There is one other—

Interjections by hon. members.

Mr. Young: I might say, Madam Chairman, that I am a constituent in the riding that the minister represents.

Madam Chairman: Well, you are well looked after.

Mr. Young: I wouldn't say I am one of his voters, but at least I am a constituent. So we have faith in the minister that he is going to carry out the particular project he has undertaken this afternoon.

There is one other matter in connection with this that I would like to bring to the minister's attention. It is one that we have brought to the attention of one of the associations—the ATA perhaps. It is that some unlicensed local movers are advertising long-distance service, in contravention of the PCV Act, with Bell Telephone.

Bell Telephone, I think, is advertising this in their book, and say that they can't refuse these ads, yet the ads are in direct contravention of the PCV Act. I point this out to the minister and hope that we will look into the situation.

Hon. Mr. Carton: Can I have a copy of that?

Mr. Young: I will give him the original document here in the magazine so that he

will have this. So that is the other matter I hope the minister will look into.

I think at the moment, Madam Chairman, that's all I have to raise at this point. I have another matter. Perhaps I could raise it now under this item. It may be just as well to continue and then I am, I hope, fairly well finished.

It is in connection with the dump truck operators of the province. Some years ago, you will remember, we had a pretty violent altercation in the House in connection with the new Act that was brought in in connection with dump truck operators. At that time we were assured that while the truckers who were then going to be granted licences, apart from the PCV licence, to haul gravel casually, do work for contractors on highways and so on, would be granted licences, they would have their vehicles examined before the licence was granted. This would be a safety factor and a check on the operation of these people, who very often have old, decrepit trucks and can't measure up to the standards that the department might impose upon them.

Now, to my knowledge, no regulations have yet been written concerning inspection of these vehicles before the licences are granted and I understand that licences are still being granted without the inspections being made. I would like to ask the minister if this is the case, and if it is, then there is a serious breach of trust here on the part of the government which assured us that this would not happen, or that at least the regulations would be put through. Perhaps this minister is going to look at this. But perhaps I can, first of all, ascertain whether it is the fact.

Hon. Mr. Carton: Mr. Aiken will answer that.

Mr. H. J. Aiken (Vehicle Branch): Madam Chairman, your reference in part is to, I think, section 56 of the Act. It provides authority for the inspection of certain classes of commercial motor vehicles. There has been some activity with respect to planning and an assessment of the implications of this particular legislation.

Quite frankly, as it stands now, it represents some rather significant problems; problems I think that can be corrected, but only by way of an amendment to the legislation itself. There was, at the time it was introduced, perhaps insufficient examination of the effect that this would have on fleets wherein there are good maintenance pro-

grammes, where it would not be unreasonable to give credit for the routine maintenance for the programmes that have been adopted by those operators.

There is a need to examine the impact on the industry and the ability—I now speak of the automotive service industry—the ability to service these particular requirements. There was also a need to examine the impact of a requirement that would ordinarily tie this into the registration process, or to the renewal of licence. And again, we came up against the problem of a manual file in attempting to control and enforce these particular provisions.

There was also concern that this would create a captive audience for the service industry, and there have been complaints registered that in other jurisdictions—and perhaps in Ontario—that there has been overcharging or there has been over-repair of a particular vehicle.

So that I think before this matter can go forward there is a need to reconsider these particular problems and ensure that there are appropriate answers before each one of these vehicles is subjected to this additional requirement.

Mr. Young: Madam Chairman, I won't ask Mr. Aiken this question, but I will ask the minister. What Mr. Aiken is really saying is that some of us who made certain speeches in the House during the passage of that bill may have been right—I don't expect the minister to admit this, but I suspect it is true—that some of the difficulties we foresaw at that time are now coming home to roost and to plague the government.

I wonder if we might ask whether or not we can expect a fairly rapid resolution of these problems and some amendments to the Act to deal with these situations?

Hon. Mr. Carton: Well, when you mention that some of the members may have been right in their speeches, it all depends what speeches and who made them, but—

Mr. Young: We will leave that vague.

Hon. Mr. Carton: But I—

Mr. Young: We will leave that. They weren't government members.

Hon. Mr. Carton: I will have a look at Hansard rather than go into the matter. I'm not going to make any commitment today.

I might add that our own ministry on our own contracts do this. We examine, or have

examined, the trucks that may be carrying out contracts within our own ministry. But I'll have a look at the whole matter. I won't make any commitment until I look at it.

Mr. Young: Well, one commitment in one afternoon is pretty good, Mr. Minister.

Madam Chairman: Does item 2 carry?

Mr. R. F. Ruston (Essex-Kent): No. Where are we at?

Madam Chairman: Item 2.

Mr. Ruston: Yes, well, I wanted to ask—

Madam Chairman: We have now to return to item 1. If you recall, last evening we took item 2 out of context to start.

Mr. Ruston: Now are you going to finish up item 2 before you go back to item 1?

Madam Chairman: Yes.

Mr. Ruston: I want to check on PCV licensing, and what I'm wondering about is if you have a licence covering you to a certain district and then there is an annexation, or the town expands or something—I guess you'd call it an annexation—does that affect the licence, then, as to whether that person can still haul in that area? Or does he then assume the whole town or city?

Hon. Mr. Carton: Mr. Shoniker will answer that.

Mr. E. J. Shoniker (Ontario Highway Transport Board): Madam Chairman, Mr. Minister and members of the Legislature, the general procedure is that where there is an annexation there's no provision made under the orders of annexation relative to the Public Commercial Vehicles Act. So the board, by means of free hearings, usually conducted in the area, does try to establish new lines for the operating authorities held by the respective carriers in the area involved.

Mr. Ruston: I see.

Mr. Shoniker: I don't know whether that answers the question sufficiently or not.

Mr. Ruston: Yes, well I assume that's about what I wanted.

Mr. D. M. Deacon (York Centre): Madam Chairman, under what vote can we consider the school bus charters?

Madam Chairman: That was under the previous vote. We did that under 1905.

Hon. Mr. Carton: School bus safety, Madam Chairman. Item 1, under the OHTB, so we can carry this one.

Madam Chairman: Oh, I see. I beg your pardon.

Mr. Ruston: On licensing, one more thing I wanted to know is about trip permits for—actually it's not a PCV licence—foreign trucks coming over the border. Are quite a large number using this service? That would be from port to port, strictly for trip fees.

Hon. Mr. Carton: Do you mean registration, Dick?

Mr. Ruston: No, I mean, for instance, an American truck that wants to go from Detroit to Buffalo, or to a Canadian port like Windsor to Fort Erie; and having a fee—I understand at one time it was \$7, it was up to \$9—

Hon. Mr. Carton: Those are the "L" carriers. Mr. Aiken will answer that.

Mr. Aiken: Yes, Madam Chairman, there are provisions for this under the Public Commercial Vehicles Act, whereby an "L" carrier has authority to travel in a corridor movement from, say, either Buffalo to Detroit or reverse. The fee previously was \$9. It was then raised to \$20 per trip. This is a closed-door movement; that is, they neither pick up nor drop off—it's in bond.

Mr. Ruston: Okay, thank you.

Madam Chairman: Thank you, Mr. Ruston.

Item 2 agreed to.

Madam Chairman: Item 1, please. We'll return to item 1, Ontario Highway Transport Board. Mr. Deacon.

Mr. Deacon: Madam Chairman, last year or the year before there was a request made by the school bus operators to change the method of registering their vehicles so that certain vehicles that were exclusively for school bus use would be subject to a reduced licence fee and others which were going to be applying for charters—work under the Highway Transport Board—would pay the normal licence fee. Could you tell me if, or why that programme bogged down, which would have differentiated between the two?

In other words, school buses that were used exclusively for educational purposes would be paying the same fee that they would if they were owned by a municipality or by a school board, namely \$2 each; and the ones that would be coming to the High-

way Transport Board and subject to applications, or where they would be applying for charters, would have to pay the normal licence fee.

Hon. Mr. Carton: This was brought to my attention, Don, within the past two or three months and I have a copy of the reasons why we are not acceding to the request of the school bus operators. First, there are some 5,400 public vehicle school buses operated in Ontario. Some 3,600—that would be two-thirds of them—are operated by members of the associations and the projected loss of revenue would be about \$800,000.

Mr. Deacon: Well, the loss of revenue—

Hon. Mr. Carton: Could I just carry on and come back, please?

Mr. Deacon: Right.

Hon. Mr. Carton: Adoption of the proposal would extend fragmentation of the fee structure by giving special fees to special groups and this provides the justification for similar requests for other groups.

The Deputy Minister of Education states that the transportation grant structure ignores the cost of registration fees, since the amount is insignificant. He further questions the validity of the subsidy to the school boards by way of reduced fee.

And the last: It would tend to establish the principle that any supplier of goods and/or services to government is entitled to reduced taxes and other similar exemptions available to government itself, on the basis that the supplier is engaged in activities similar to that of the government. You can readily have brought to your mind other like groups that would be coming to the government and saying, "We do business for the government, therefore why should we have to pay these particular fees?" But, basically, those were the reasons that were given.

Mr. Deacon: Basically, Madam Chairman, the reason that I recommended that these groups approach the government about this is because of the desire to be sure that there is equity in comparing cost of operation of school transportation under the private sector. When you include the additional licence fee, it's just one extra item that gives one an advantage over the other, and I know that the minister, like many of his colleagues, believes rather strongly in the private sector side of things—although sometimes they don't always show that.

In this particular case, I can't understand why they continue to give special preference to municipal operation over others, recognizing the fact, actually that the new formula system of providing transportation, could provide for a reduction in subsidy and payment if the licence fees were reduced. So you would be reducing your income from licences but also reducing the payout as far as subsidy to school boards for transportation purposes is concerned. Thus it would eliminate the present unfair costing as between the school board-owned transportation system and the privately-owned transportation system that you get when you have to pay an extra \$150 for a licence fee for a bus. That does certainly come into your costing of the transportation.

I can't see any problem as far as the second point you brought up is concerned—as far as the various instances of other groups coming to you for similar requests. This would be solely for municipal purposes, or government purposes, or education purposes. They are not asking for a reduced fee for any vehicles which they would be using for charters or anything.

I thought that the minister's predecessor had seemed to recognize this point, and I am surprised that the officials persuaded him otherwise. I realize it is a complication, that there are two different classes of vehicles. But a licence numbering system could quickly identify those that could not be used for other than school purposes.

I would ask the minister to reconsider this situation because I still feel that one of the basic platforms of his government is to encourage private operators versus the public operators. This doesn't encourage it.

Hon. Mr. Carton: That was the policy decision reached some few months ago and from your presentation here, I honestly don't feel that I would recommend any change in it. But I will have a look at Hansard when it comes out and in the light of deliberations at one of our policy meetings, I will look into it again.

Mr. Deacon: You mean you really don't feel that it is a bad thing—having the difference in fee schedule between the municipally-owned or board of education-owned buses and the others?

Hon. Mr. Carton: Well, what I am equally concerned about is that once you start this practice—for example, if dump trucks worked for my ministry—they can come along and say

that they are working for the government and they should be given special consideration.

Mr. Deacon: Quite a different situation, Madam Chairman, I submit. There you have a vehicle that is working for outside purposes. This is the same as the school bus operators saying that any buses that are working for other than school purposes would have to pay the normal fees. This request is for none other than those who are exclusively supplying school transportation in our educational system.

So I don't think there is any conflict between dump truck operators that are operating sometimes for you and sometimes for somebody else. If you have somebody who is only doing government work, you might have a reason. But I ask the minister, in that one of the basic planks of his government is to encourage private operators, that you should recognize that a \$150 larger licence fee for a vehicle can affect the costing as between going to the board of education-owned system and the private system.

Hon. Mr. Carton: I will have a look at your—if you have anything further to add, so it will be on record—or if you want to drop me a line on it, I will have a look at it.

Mr. Deacon: You don't sound very hopeful.

Hon. Mr. Carton: I know, I will have a look at it.

Madam Chairman: Thank you, Mr. Deacon. Is item 1 carried?

Agreed to.

Madam Chairman: Vote 1906, item 3; PV and PCV enforcement. Carried?

Mr. Ruston: Madam Chairman, on the enforcement of these regulations—I am thinking about the trucks on our highways and the use of all lanes—I guess this comes under the provincial police. What I am getting at is the way some of the trucks tie up some of the roads. I know they are under PCV licence, but is the method they use in passing regulated. I timed one just recently on 401. A year ago I followed one pair for 5½ miles while they went side by side. A week ago I followed one pair for three miles while they went side by side and kept all the traffic back at 45 mph. I realize that probably the responsibility for enforcement rests with the provincial police for holding up traffic—but I just thought I would mention this area too so that they are aware of it.

Hon. Mr. Carton: Last fall my predecessor, in one of his speeches that I read, brought this to the attention of the carriers and he also brought it to the attention of the police. I think the carriers are aware of the problem and it is something that would be rather difficult to legislate. I think it is more a matter of law enforcement than it is legislation.

Mr. Ruston: Yes, I agree, Mr. Minister and—

Hon. Mr. Carton: I agree with you, incidentally, that all of us have this problem from time to time. But by and large I find the highway carriers very good drivers.

Mr. Ruston: I think most of the long distance haulers are exceptionally good; I always notice that. The ones I have noticed who were racing or trying to pass one another would be the short haulers, or gravel haulers on short trips. Those are the ones I've noticed in particular, but I just mentioned it in passing, anyway.

Madam Chairman: Mr. Germa.

Mr. M. C. Germa (Sudbury): Madam Chairman, I wonder if this vote would cover those PCV operators who get special licences to move extra large loads on our highways, such as prefab houses and stuff like that.

Hon. Mr. Carton: It is under licensing, Madam Chairman.

Madam Chairman: He considers that this is under licensing, Mr. Germa.

Mr. Germa: It would be under this?

Hon. Mr. Carton: It is under licensing; we are on enforcement now.

Mr. Germa: Well—

Mr. Ruston: It is all the same thing.

Hon. Mr. Carton: Go ahead. It is actually under the vote we have passed, but go ahead.

Mr. Germa: This is a continuing problem, I think, on these two-lane highways. I notice it is quite bad on Highway 69 going north out of here. I don't know why we build houses in Toronto.

I don't know what they do with these things. They push them together and they make an apartment block out of them someplace, I guess. These things are actually wider than the 12 ft lane and they go as long as 70 ft I understand.

On one occasion where one of these great things was moving up the highway it was so exasperating and the line of traffic behind this load was so bad that I stopped at the OPP station in Parry Sound and asked the officer to investigate this guy to see if he was actually within the limits. He assured me that he had a special licence to move that load.

It is not as though they are isolated loads, a lot of these loads seem to be on the highway; they seem to be growing in numbers now. They are wider than the lane itself and I think, beyond all limits of reasonableness.

Mr. E. W. Martel (Sudbury East): Send them by train.

Hon. Mr. Carton: I will have Mr. Aiken speak to this, Bud, but they are single-trip permits—

Mr. Germa: Yes.

Hon. Mr. Carton: —and my understanding —and Mr. Aiken will fill us in—is that these single-trip permits are issued subject to certain restrictive conditions. I would anticipate that this would be the time of day, the escort, etc., but I will let Mr. Aiken fill us in.

Mr. Aiken: Yes, Madam Chairman, that is essentially correct. There is authority in the Highway Traffic Act by which permits may be issued for the movement of over-dimensional loads or overweight loads. The test, of course, is public interest; recognizing that there are circumstances in which it is very much in the public interest to permit the movement of such cargoes or such vehicles, this can be accomplished by means of permits issued pursuant to the provisions of the Highway Traffic Act.

The permits themselves are issued only after the most careful consideration of the size of load; the weight of load; the effect on pavement and bridges; the safety factor; the kind of equipment that is going to be used in moving the heavy load or the wide load; the need for escort vehicles; signing. There are restrictions as to the hours of the day and the days of the week on which such movements can be made.

The route itself is considered.

There must be an examination of bridges or other highway furniture that would make impossible the movement, for example, of a high load; and the geometrics of the highway itself which might create problems on turns. The other concern is essentially that of the width of lane and the width of load. The

concern is for the safety of other users of the highway as well as their convenience.

From a safety point of view I can tell you that the movers of such loads have very nearly an accident-free record.

Mr. Germa: Possibly the person carrying the load is accident-free because of the patience of the general public. When you get a load such as this, which is sticking out over the double white line, with a length of probably 75 ft on a curvy road like Highway 69, I have seen traffic backed up behind these guys for a mile. Possibly there should be some provision that when these drivers see they are obstructing hundreds of people, they should pull off for five minutes and let the traffic get along the road. I just wonder if there are any regulations like that in effect.

Mr. Aiken: I think they are so instructed. It is not spelled out in the permit, but in most cases the responsible operator so instructs his driver and in many cases they do. There are, of course, the situations you have just described to be found on the highway; no question about that.

Mr. Germa: In this instance the police constable said he was powerless to do anything because this man had a one-trip permit, as you mentioned, and therefore he was legally on the road. It didn't matter if he held up all the rest of Canada, he had a perfect right to hold them up.

Mr. Aiken: The police constable, perhaps, misunderstood the situation because he does have the authority to take the load off the road when traffic is congested and see that the other users are able to pass by freely.

Hon. Mr. Carton: Bud, you have a good point and this should be spelled out in the permit. From now on, we will make sure it is.

Item 3 carried.

Vote 1906 agreed to.

Madam Chairman: We move to vote 1907, item 1, Ontario seasonal employment.

On vote 1907:

Mr. Martel: Just what are you doing with \$200,000? What would that accomplish? It costs more to administrate than to employ people.

Madam Chairman: Do you want to speak, Mr. Martel?

Mr. Martel: I just thought I would ask the minister.

Madam Chairman: Go right ahead, you have got the floor.

Hon. Mr. Carton: There is an explanation for this, Mr. Martel.

Mr. H. W. Adcock (Assistant Deputy Minister, Operations): Madam Chairman, this amount in the estimates is for the clean-up of last year's seasonal employment programme. There were large amounts of chain saws and machinery and so on which had to be repaired and put away. This is what this money covers in this year's estimates.

Mr. Martel: Would you be using some of the work force you had employed on the project or—

Mr. Adcock: Some of it was used, but primarily these were our mechanics who were used, in our garages.

Mr. Martel: So it is just an overhead for the repair of that equipment really? It didn't create any new jobs?

Mr. Adcock: A very small amount of it, if any.

Mr. Germa: Does that indicate that this particular programme is now finished?

Mr. Adcock: I'd have to ask the minister about that.

Mr. Martel: They have no more dead elm or maple trees to cut.

Hon. Mr. Carton: This is a yearly programme. Obviously I will be going to management board for the next winter's allotment.

Last year on the winter works programme there was a total allotment of \$2,080,000. The number of jobs ranged from a peak of approximately 750 in December to a level of about 300 as of March 2, 1972.

Mr. Martel: I noted with interest in some of these winter works projects, particularly in northern Ontario where the snow is deep—though it doesn't apply so much to your department, but, in general, they must have encountered the same problem—that, in fact, when the snow left, the twigs or the stumps or whatnot, were a foot to a foot and one-half off the ground. Particularly in the Lands and Forests project, you had these twigs sticking up a foot and one-half.

It really was a waste of money—not so much from providing jobs, because I am all for that—but the jobs which were supposed to have been done could not be done adequately

because they couldn't get down below the snow to ground level. Maybe you could check this with your colleague, but I am sure in the other departments the same problems have occurred, that, in fact, in the winter works programmes the actual work is—

Mr. Young: Send a shovel brigade ahead.

Mr. Martel: I think what the government has got to do, this department included, is start to plan now for winter works projects, because it is quite obvious we are going to have the same problem next winter. Unemployment isn't declining that much. We should be planning now for jobs which can be completed adequately, if I can say that, because the result this past winter was inadequate. In fact, I just visited one last week end and it was a real laugh because all the bush is a foot and one-half high at least.

Hon. Mr. Carton: I mentioned the totals before. The total number of employees was 4,465. The peak at any one time was 3,000, and the average was 2,800.

Mr. Martel: I might make a suggestion, then, with respect to a type of winter works project, something I advocated here last year and didn't get. With the Chairman of the Management Board (Mr. MacNaughton) around, you didn't make much headway, I am afraid. I have driven in other provinces and seen really fine places to pull off the highway in order to have a lunch with one's family and kids. I have looked very carefully travelling this highway from here to Sudbury. There are a few places where you can pull up; they are despicable, they really are. There is just nothing to them. There is a winter works project which would have meaning, building the facilities for them, bringing the entrances in so that they are adequate. When you are paving some of the places you are paving now, you could just run right in and do the work.

Hon. Mr. Carton: We do have hazard corrections under this programme. There are other things.

Mr. Martel: I am talking about a specific programme to provide, not recreational areas as such but places to pull off the highway similar to what they have in Quebec, where they are very, very nice. We have a bunch of them going north, but you have to see them to believe them—two benches, and not even near water, and all dust. You are trying to eat your lunch and somebody drives in and the dust goes all over your food. Why

can't we make adequate rest areas, and make it a winter works project to provide that service for people?

Hon. Mr. Carton: You are saying it has nothing to do with this vote. It does, because you are suggesting that this is a winter works programme. Would it be possible in the winter? That is the question.

Mr. Martel: I am suggesting some of the things that are necessary could be made in winter—the tables, the—

Hon. Mr. Carton: Early winter.

Mr. Martel: —the outdoor latrines. These things could be prepared in winter and in the early spring or the late fall you could start to make the place ready to have it paved quickly. You could do a lot of work.

Hon. Mr. Carton: Right.

Mr. A. T. C. McNab (Deputy Minister): The purpose of this particular programme, Mr. Martel, was to create jobs where there was an absolute minimum of capital expenditure—jobs that could be undertaken during the depth of winter and keep the administrative cost to a minimum. This was set up by the government and we were assigned that programme to undertake. It was a separate thing. This is why we have to go back again this year for our money.

Of the total amount spent, less than nine per cent was for administrative cost. In other words, what we did was use the supervisory people from the districts in the winter time; and this is precisely what we did. We had other programmes, using our own forces again and people who we picked up in the district for the very type of thing you are suggesting, but not where we had heavy capital expenditure or, certainly, the type of thing that you talk about for entrances, other than brushing. When the ground is frozen you can't move dirt around. An awful lot of those types of operations do require a lot of equipment and that takes away from what we are attempting to do, which is to provide actual employment for those people who were on the unemployment list.

Mr. Martel: I accept everything you have said. I don't refute that. All I am saying is that it would be possible, using the same maintenance staff you have—the same people—to prepare entrances by removing trees and cutting back so they are cleared. What I am saying is you couple it to a summer pro-

gramme—I think of the one that is going in Parry Sound right now.

It has two benches; 300 ft away is the water but they are not near the water. The work of repaving is going on now. If some work had been done on that sort of project, they could just run in now and pave it. It doesn't have to be the best pavement in the world; but it keeps the dust down until you couple the two.

You have the equipment. I think this takes a little more planning but I still think you can utilize the same people. The capital costs aren't high and you can make use of the equipment when it is in a specific area. You ready the site for your people when they are repaving and so on.

Hon. Mr. Carton: I wonder if we could use the same people?

Mr. Martel: Yes, sure, for making these benches. Even I could make one and I am not a carpenter.

Hon. Mr. Carton: I am not so sure I could.

Mr. Martel: Lawyers are different, I know.

Mr. McNab: Our benches are made by another department of government.

Mr. Martel: They could assemble them for you. The point is that—

Mr. McNab: The Department of Reform Institutions, or whatever they call it now.

Mr. Martel: I am just concerned, Mr. Minister, that there aren't these facilities to pull off the highway. Here is a place which could be utilized.

Hon. Mr. Carton: That is a different point, but a good one.

Madam Chairman: Do you have anything else, Mr. Martel?

Mr. Martel: No. I had to get it in somehow.

Madam Chairman: Mr. Martel, have you anything else? Mr. Germa wishes to speak.

Mr. Germa: I don't want to get into the dispute of who is going to be making these benches, Madam Chairman, but I had occasion to drive from Timmins to Sudbury, a distance of 180 miles. I paid specific attention to what Mr. Martel was talking about,

roadside benches, and I saw exactly one roadside bench in 180 miles where there are myriads of beautiful spots where these could be utilized. Other than the Halfway Lake Provincial Park, there was only one other bench where I could have stopped and taken a rest, so he has a valid point.

What I wanted to ask about was the programme last year of cutting elm trees. The Association of Foresters, I believe it was, raised a criticism that by cutting down on administration costs you may have lost on the bananas what you saved on the pears, in that there may have been just as many good trees destroyed as diseased trees. I wondered how valid was that criticism of the foresters?

Hon. Mr. Carton: There could have been, but we didn't establish to my satisfaction that there were many of these areas. There could have been some trees wrongly cut. We are not denying that. On the other hand we have our arborists in our ministry. Subsequent to that letter from the foresters—I believe I answered a question in the Legislature on this topic—I said we would have the Department of Lands and Forests experts mark each tree so that there would be no problem.

Mr. Deacon: Perhaps there has been a reduction in the rate of spread of the disease because I am amazed at how many areas still have healthy trees where there is evidence of other trees having died three, four or five years ago.

Hon. Mr. Carton: I really don't think that this is within my ministry. We just cut them down.

Mr. Deacon: I thought that this might indicate whether there is a need for—

Hon. Mr. Carton: For the continuance of this programme, you mean?

Mr. Ruston: I would think there is a need for it and you should cut them.

Mr. McNab: Mr. Deacon, in respect to our role in this there are two or three reasons why we are involved in this. The main one, of course, is the matter of creating employment which is beneficial generally to the countryside; secondly, these dead trees do constitute a danger.

Mr. Deacon: A real hazard.

Mr. McNab: Along our highways of course—within our rights of way exclusive of this—we've had a continuing programme ever since this disease became evident, and the

trees were dying. But this programme is beyond the rights of way for a quarter of a mile.

Madam Chairman: Anything further? Shall item 1 carry?

Item 1 agreed to.

Vote 1907 agreed to.

Madam Chairman: This, then, gentlemen, concludes the estimates of the Ministry of Transportation and Communications.

I have no further ministry to announce at this time. I believe it will be announced

in the House this evening and the Clerk will see to it that you all get notices of the time for the next meeting. If I can get an announcement made this evening, you may get a notification of a committee meeting tomorrow afternoon or failing that certainly Thursday for sure.

Mr. J. P. MacBeth (York West): There will be no meeting tonight?

Madam Chairman: There will not be a meeting tonight.

The committee adjourned at 4:22 o'clock, p.m.

CONTENTS

Tuesday, June 20, 1972

Common carriers programme, concluded	S-1421
Ontario seasonal employment programme	S-1429
Adjournment	S-1432





ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Attorney General

Chairman: Mrs. M. Scrivener

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Wednesday, June 21, 1972

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972

LIBRARY

JUL 11 1972

UNIVERSITY OF TORONTO



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

WEDNESDAY, JUNE 21, 1972

The committee met at 3:15 o'clock, p.m., in committee room No. 1: Mrs. M. Scrivener in the chair.

ESTIMATES, MINISTRY OF ATTORNEY GENERAL

Madam Chairman: Mr. Minister and gentlemen, the committee will come to order for the first session of the hearings of estimates for the Ministry of the Attorney General. The substitutions we have today are Mr. Duksza for Mr. Cassidy; Mr. Lawlor for Mr. Martel; Mr. Roy for Mr. Worton.

I think we will adhere to the same procedure we have had in the past, which is: We will take each vote item by item, and ask members to speak to each item once and thereafter to ask supplementary questions. I believe the minister has a preliminary statement and I understand that Mr. Lawlor is the critic for the NDP and Mr. Roy is the critic for the Liberals.

Thank you very much, Mr. Minister.

Hon. D. A. Bales (Attorney General): Madam Chairman and gentlemen, I am pleased to present the estimates for the Ministry of the Attorney General. We have prepared a brief statement and it is just that. There are one or two matters that I thought I would like to just mention to you before we proceed with the estimates. I am pleased to bring these first estimates of the new ministry to this committee and through you to the members of the House.

I would like to introduce to you the members of the senior staff who are here with me today and will be here throughout the estimates. The first is Mr. Frank Callaghan who is the new deputy in the Attorney General's ministry. He came to the ministry—I should say returned to the ministry—as of January 1, and I am very pleased that he should be the deputy when I came and he is doing a very good job.

You know John Hilton, who has been with us for some time—the Assistant Deputy Attorney General and the senior Crown counsel in charge of the Crown law office.

Allan Russell, Assistant Deputy Attorney General and inspector of legal offices in charge of the administration of the courts; Mr. Emil Pukacz, the executive director in charge of the support services; Mr. Herb Langdon, I think you all know, is acting director of public prosecutions in the absence of Mr. Bowman who is ill; and Mr. Kenneth Parfitt who is the financial comptroller within the ministry itself.

Following the reorganization of the government, based on the recommendations of the Cronyn committee, certain functions and responsibilities of the former Department of Justice were transferred to the newly created Ministry of the Solicitor General, some to the Ministry of Consumer and Commercial Relations, and the probation and services branch to the Ministry of Correctional Services.

The Ministry of the Solicitor General now administers all aspects of law enforcement and public safety such as the Ontario Police Commission, including the police college; the Ontario Provincial Police; the Centre of Forensic Sciences; coroner system; fire marshal's office; and the emergency measures organization.

The Ministry of Consumer and Commercial Relations took over the responsibility for the registration of real property and personal property securities; although with the exception of the judicial district of York, the original registration of personal property security documents will continue to be effected at the county and district court offices.

As a further result of the reorganization, my ministry has assumed responsibility for the operation of the assessment review court and the Ontario Municipal Board.

In the overall plan for the reorganization of the government, expropriation and land compensation, which had been part of the Department of Justice, were to be included in the Ministry of Consumer and Commercial Relations. Subsequent to the printing of the 1972-1973 estimates, cabinet approved a proposal to locate the programme in this ministry instead. In consequence, the funds

appearing on page 128 of the printed estimates, 1972-1973, as vote 1105, item 5, in the amount of \$482,800 under the activity expropriation and land compensation, are to be transferred by voting this amount as vote 1010 in the Ministry of the Attorney General. Details of the new vote, 1010, are shown on a schedule distributed, I believe, to the members, together with the adjusted summary of the overall estimates applicable to this ministry. Madam Chairman I think you have one of those.

The ministry, in its new structure, will be able to concentrate its efforts on substantial improvements in the court system, the Crown legal services and the development of legislation. A study of our courts by the Ontario Law Reform Commission is well advanced, and is proceeding simultaneously with an organizational and productivity improvement survey of the ministry. It is my hope to have the report of this commission by the end of this year and to have an organizational structure in our ministry by that time which will be able to cope with the commission's recommendations and the developing needs of our courts.

Our provincial courts, particularly in the criminal division, are overcrowded and overburdened with the processing of minor offences under provincial legislation and municipal bylaws.

Consideration is being given to the development of alternative ways for dealing with minor traffic and parking offences, with a view to eliminating the stigma of criminality attendant on the existing system we use for handling it. We are looking at the experience of other jurisdictions for assistance, but at the same time recognizing those needs which are peculiar to our own situation.

Closely related to the operations of the provincial courts, in the criminal division, is the existing practice of using municipal and provincial police officers as prosecutors in summary conviction matters. This in my opinion is one of those matters which affects the credibility of our system of the administration of justice. We are giving consideration, within the limits of our existing financial context, to the alternatives available whereby prosecution of these matters can be conducted by those directly responsible to the Crown attorney.

In concluding these brief remarks, I would be grateful, Madam Chairman, to all the hon. members who are here, and will be here throughout the consideration of the estimates,

for their constructive criticism of the operations of my ministry; and I'm sure that in the result we can have overall improvement in the delivery of our programmes for the benefit of the people of this province.

I'll be pleased to receive whatever questions there are from the members throughout these matters and to deal with them as expeditiously as we can.

Madam Chairman: Thank you, Mr. Minister.

Mr. P. D. Lawlor (Lakeshore): On a point of order, Madam Chairman. If I were arriving in court and had such as vote 1010 per-adventure sprung upon me—I've been caught completely unawares, not with the proverbial pants, Madam Chairman, but with—

Mr. R. Haggerty (Welland South): Nice to know you can have some lawyers caught unawares.

Mr. Lawlor: We are expected to come and be prepared to argue on expropriation, and land compensation matters at this late stage. However, since the minister was gracious enough to put it on at the end of his estimates, I suppose one may bow and not ask for an adjournment for three weeks. That's affection.

Madam Chairman: Well, Mr. Lawlor, I suspect that we may take more than one day to do these estimates, in which case you'll have more than enough time—

Mr. Lawlor: Madam Chairman, it takes several days to find out what's happening in land compensation, and there's no point in coming here without knowing what's happening; you have to know in advance. You don't ask questions of this minister unless you know the answer first. You know that? All right.

Madam Chairman: Thank you, Mr. Lawlor. Mr. Roy, do you have a preliminary statement to make?

Mr. A. J. Roy (Ottawa East): Yes.

Madam Chairman: Please do.

Mr. Roy: My party has prevailed upon me to make a few opening remarks subsequent to the remarks of the minister.

I think it is incumbent on me to repeat something that this party has been saying throughout the reorganization of government and something that was dealt with by the minister in the reorganization of Justice. We

in this party are at a loss to know what five ministers are doing in the area of Justice.

We can just look back and think that Arthur Wishart, the previous Attorney General, must have been some sort of genius; or on the other hand, that maybe the Treasurer (Mr. McKeough), who's in where all the action is, must be a genius as well.

What are five people doing? For instance, why are there separate ministries for Correctional Services and the Solicitor General?

Although we in this party were favouring the splitting of the administration or the courts or the enforcement away from the Justice end of it—in other words, Solicitor General as opposed to Attorney General—we still feel that in the reorganization of government, in the area of Justice you have five ministers and that this is not warranted. There could be better fusion—for instance, in the area of Correctional Services and Consumer and Commercial Relations.

First of all, dealing with the administration of justice, generally, Mr. Minister. I still think that when we ask the question, has the administration of justice generally kept pace with certain other aspects of our community or 20th century approach to doing things, the best answer usually comes not from the experts, but from the layman on the street. I still think that if you were to ask him about what he thinks of justice in this particular province, or the laws, he would come to the conclusion that many laymen have come to for many years and he would still probably say that the law, in his view, is an ass.

The problem has been, Mr. Minister, that when an individual is asked why, for instance, every time there's a real estate transaction we have to go through the same rigmarole as we did in 1896; and in the area of corporations the small business man well wonders why the corporations seem to protect only the more affluent; and the fellow who has, maybe, a claim in division court is told by the lawyer that if he's got a \$100 claim or a \$200 claim, it might cost him \$250 or \$300 to get his money—all these things, I suggest, Mr. Minister, bring the administration of justice into disrepute.

Before I go on, I think I should give you credit where credit is due. For instance, the setting up of the Law Reform Commission was certainly a step forward. I think these people are taking a very close look at our laws and based on many of the recommendations by the former Chief Justice of this province, Mr. McRuer—

Hon. Mr. Bales: He's still a member of the Law Reform Commission.

Mr. Roy: Yes. I think this is something for which your department should be congratulated. The legal aid plan, of course, although it has certain deficiencies, is still considered as one of the better plans in the whole of this country, if not in the whole of the world.

Recently, your Statutory Powers Procedures Act and all these other statutes were brought in and will be a great advancement. Still, I suggest to you, Mr. Minister, that in a province which is the richest in this country, where we have modernization, technical machines, and such, our laws are not keeping pace. I suggest that your department has not taken sufficient leadership and initiative at this level.

One may well wonder, Mr. Minister, for instance, just dealing with the legal profession as such, why it is that in the public generally the legal profession has such a bad reputation. Why is that? Why is it that the legal profession, which is being controlled by the Law Society of Upper Canada, seems to be making decisions in isolation? I noticed lately that the Law Society of Upper Canada suggested perhaps a couple of laymen should come and sit in on their deliberations which I think certainly is a great idea.

What about specialization in the field of law? Why have we not considered this? Why don't we ask questions such as, in the field of law, are we putting out too many general practitioners and not enough specialists? I come to the same question again: Why is it that the legal profession as such—and I suppose it would include the judges—has such a bad reputation generally in a community compared, for instance, to doctors and dentists and such?

Why is it that we still have institutions in this province, for instance, like grand juries? Why does a grand jury exist? I might say from experience, being a former employee of your department and having worked with grand juries and having made certain recommendations in the area of grand juries, I think you can do away with the grand jury at the provincial level. Most of the provinces in this country have done away with the grand jury. Why is it that the grand jury still exists in this particular province?

The purpose of the grand jury originally was to be a safeguard for the accused. That's not the purpose it is serving now. When you get situations, for instance, as in Toronto,

when you can bang out 30 or 40 cases in a day before a grand jury, nobody is going to convince the public that they are giving serious deliberation to what is going on in that room, especially when the only person present is the Crown attorney.

The McRuer report dealt with that and I wonder what your ministry has done about this in the area of grand juries? I think they suggested that committals and such should be reviewed by people other than grand juries.

Do grand juries serve a useful purpose when they go from one building to the next and see what shape it's in, and this type of thing? For instance, in the Ottawa area, the grand jury reported for about 25 years that the provincial jail was obsolete. We are just going to complete building one now but it took them 25 years of reporting. I suggest that not too much weight was put on their report.

I suggest that's one area where we should do away with certain institutions which serve no useful purpose. In fact, I suggest, sometimes—very often—Crown attorneys use grand juries for purposes other than those they were intended for. For instance, one of the things we used to do when we had a witness and we didn't really know how this witness would react in court, we would bring him before the grand jury. That's a good place to find out what his evidence is going to be and what his reaction is going to be to testifying.

I suggest that the grand jury, which was intended originally to be a safeguard for the accused, is being used more as a tool of the Crown than as a safeguard for the accused.

Why is it in this province—and recommendations have been made ad infinitum on this—that juries generally and witnesses don't receive better remuneration for their services? Is it any small wonder that every time a witness views a motor vehicle accident or somebody being beaten up on a street, that he just scoots away and doesn't want to be involved in the process? He is going to be called back three or four times to court and paid something to the tune of—I don't know; what is it? Eight dollars a day now?

Mr. Haggerty: No wonder a doctor is not a juror. He couldn't afford it.

Mr. Roy: Obviously he couldn't afford it!

Another problem that you run into is when you are selecting—

Mr. Haggerty: Members of the jury.

Mr. Roy: I don't want to attack anybody on the other side.

Why is it that in the area of juries we were forced very often into situations where we tried to pick a juror who we knew was going to get remuneration from his employer, for instance, a civil servant or somebody with a large corporation. You never want to pick somebody on your jury who was self-employed—for instance, a plumber—because he'd be losing \$35 or \$40 a day and getting \$8 a day for—

Hon. Mr. Bales: When I was choosing juries I really didn't look—

Mr. Roy: Pardon me?

Hon. Mr. Bales: When I was looking for particular juries, I didn't look at their economic backgrounds.

Mr. Roy: Well, we did. I suggest to you that your own officers, your Crown attorneys, have to look at that because—

Hon. Mr. Bales: I am talking as a practising lawyer, which I used to be.

Mr. Roy: It's ironic, Mr. Minister, because your own Crown attorneys, very often when they are picking juries, don't want to pick a juror who is going to be mad at them for being picked. The juries generally know that the Crown can stand somebody aside; they can stand as many people aside—at least, they can stand more people aside than a defence can challenge. The Crown attorneys, by and large, avoid picking somebody who is self-employed and this type of thing because of the fact that juries are not properly paid.

Witnesses are not properly paid. Witnesses are brought into a case, for instance, on a preliminary inquiry; they are brought back for the grand jury and then are brought back for the trial. That's at least three different occasions, and very often a trial will take three or four days or a week. Very often you bring in some out-of-town witness who goes broke sticking around the court. It is small wonder that the public at large, any time they view something or witness something, don't want to be involved in the administration.

Another matter I would like to consider is in an area that you dealt with, the provincial court. I am glad to see that your department is certainly aware of the overburden—

ing, the lack of proper facilities and the complete mishmash of the variety of cases going on in your provincial courts. For instance, as you mentioned, on a provincial court morning, you might have a charge of murder along with someone having a traffic ticket which he's challenging, and this type of thing. And especially in the larger centres.

It is most important that people should be properly dealt with at this level, because more people probably end up before the provincial courts than any other courts in the land. Their opinion of justice is very often formed on what their experience has been around the provincial courts.

I'm glad to see, Mr. Minister, that you are aware of the problem with the provincial courts, and again, I point out to you that in the area of magistrates and such, McRuer in his report on civil rights made certain recommendations on this. One of the things he mentioned has been—and I'd like to question this as well—the judges.

And I know there have been reforms in the provincial courts. For instance, you don't call them magistrates any more, you call them judges. I think the pay has been increased, although McRuer suggested that the pay be increased to the same level as your county court judges. I don't know if that's the situation now or not.

But he mentioned as well, the fact that your provincial court judges should not accept extrajudicial appointments. And I wonder if that is still the case.

Hon. A. F. Lawrence (Provincial Secretary for Justice): I didn't quite hear that.

Mr. Roy: He mentioned that your provincial court judges should not accept extrajudicial appointments. And I wonder if that's the situation now, whether there's any law prohibiting these people from accepting this type of appointment. I think there's not, but I—

Hon. A. F. Lawrence: They're not really accepting them—there's a board of reference.

Mr. Roy: Because you see, when you're dealing with the area of courts, Mr. Minister—and McRuer, I think, said it well in his report when he said:

Reasonable and ready access to the courts should be available to every person to the end that he should receive a just and expeditious decision on any matter within the jurisdiction of the courts. And I suggest that that is not the case at

most levels—that he is not getting reasonable and ready access to the courts.

Carrying on with this, you've had certain problems of late with your justices of the peace—at least with one justice of the peace in the Toronto area here. And although I know that some of these people are rendering very valuable service to the administration of justice—I've not had any problems personally with justices of the peace, for instance, in the Ottawa area—but again, in the McRuer report, he made certain suggestions about certain types of education or training for justices of the peace.

In other words, one of his recommendations has been that the whole system pertaining to the offices of justices of the peace should be reorganized. I wonder if that's been done.

He mentioned as well, that all justices of the peace should be required to take a prescribed course of training for the office and to attend a prescribed refresher course. Is that going on? I just wonder if that's the case for your justices of the peace.

Because obviously, at the level that you are now, it's hard to draw capable talent in this area because the pay for your justices of the peace is relatively low. If you're not giving them the required training, it's very hard to transfer certain cases to them. Because again—for instance, in the Toronto area—a vast segment of the public which has problems with traffic tickets or such would end up before justices of the peace.

Another problem I'd like to deal with is the area of legal aid, which I mentioned before. It's a great plan, but I think the idea of the plan of legal aid was to put everybody on a par. In other words, somebody who doesn't have money would be in the same position as people who do have money.

I suggest to you that in the area of legal aid the low income people especially, who have problems dealing with the lower courts, do not have access to the same quality of legal talent as somebody who does have money.

In other words, what is happening when somebody wants, for instance, a consolidation order, or has a case in juvenile and family court, or has a case in division court, he is not getting access to the legal talent. Nobody who has a busy practice wants to go down to court and take a case that might take a day or two for \$45 or for \$50. It's just not worth his while.

Is it proper under legal aid, where you ask a lawyer, for instance, to leave his office

and go down to court and get an adjournment for \$15 minus 25 per cent, which ends up to be \$10? Is that realistic within the plan? So I suggest to you, what is happening in the legal aid plan, and in the criminal area especially, is that most people who are doing legal aid are your young lawyers who are coming out of the bar—

An hon. member: I hope they're sober!

Mr. Roy: In effect, I suggest to you, that in the area of criminal law what is happening is that your criminal bar is effectively being destroyed because lawyers of any capability, when they are restricted to the legal aid system, will after a while feel that they are not making enough money and go into the more remunerative field of civil law and so forth. So that your legal aid plan, really, is giving access to legal advice which is inferior to that available to individuals who have money.

I know it is impossible to level the thing completely, but I suggest that you should really consider if your fees are proper, especially at the lower level, so that the individual who does not have money and who has a small problem, has access to capable legal talent.

Your small claims court is a real problem as well, and I mentioned this before. The procedure should be even more informal than it is. Lawyers should be kept out of that court completely and the procedure should be done away with completely.

A fellow who has a problem with a \$100 debt or a \$200 debt, shouldn't have to file what is called a "claim" and somebody else file a dispute and this type of thing. He should be able to go to an office, deposit his claim and let the procedure of the small claims court take over from there.

Most people, and the public generally, have a lot of problems for a \$100 or \$200 debt and such. They go and see a lawyer and the lawyer says: "It's going to cost you \$200 to collect a \$100 claim." It is small wonder—

Mr. Lawlor: It's \$200 to collect \$100.

Mr. Roy: Yes; didn't I say that?

Mr. Lawlor: You said it was the other way around.

Mr. Roy: I'm sorry. That's what I meant; \$200 to collect \$100 claim.

So that your small claims court, which again deals with a vast segment of the public,

is frustrating those who really need access to that court.

Now, in the area of your county and supreme courts, I think you will agree Mr. Minister, that the delays that are still going on in that court are intolerable. In the Ottawa area, if you get a case on the Supreme Court list it takes you at least two years—you can bet on two years—before that case is heard. How do you explain that to your client?

Hon. Mr. Bales: Not today!

Mr. Roy: Pardon me?

Hon. Mr. Bales: Not today!

Mr. Roy: I suggest to you, even today.

Mr. Haggerty: Yes.

Mr. Roy: I suggest to you even today!

Then I notice, like in Windsor, when the judge goes down there and the case falls apart—I shouldn't say the case falls apart, but the whole list collapses on him, there is not one case ready.

It's small wonder, when he has been waiting two or three years to have his case heard, and all at once a case ahead of him collapses, his witnesses aren't ready and this type of thing. I suggest to you that the delay in this is intolerable. Again McRuer made certain recommendations.

I suggest that there has got to be a more efficient way than just a fly-by-night operation where you have to stick around the courts and find out how the case ahead of you is doing, or how the two cases ahead of you are doing, and if one of them should collapse then you are facing a situation where you have to round up witnesses that maybe you haven't talked to for two years to come down to the court and testify.

The delays are intolerable, I suggest to you.

I seriously question, Mr. Minister, whether the distinction between county and Supreme Court is still valid today. That's one point that I wanted to put forward; whether today the distinction between these two courts is really a valid distinction?

Secondly, why is it you don't have area Supreme Court judges? In other words, why are all Supreme Court judges centralized here in the Toronto area and travelling out of Toronto? I would suggest that you should have maybe local centres; for instance Ottawa, London, Windsor, and such; up north; where you have a local Supreme Court judge, and maybe if needed two or three Supreme Court

judges who sit there on a regular basis rather than have them travel around the province. I think it is obvious that at the Supreme Court level the outlying areas don't receive the service that Toronto does.

In the area of appeal courts, again we are overly burdened by the procedure. I refer you again to the McRuer report, where he has mentioned that.

The final point I would like to make, Madam Chairman, is something that has been mentioned in the Throne Speech about bringing the use of French into the courts. I suggest it is intolerable that this has not been done before and I just want to question the minister as to why has nothing been done since the Throne Speech. Why is it in the national capital area, if somebody goes to Hull he can have his trial in French or in English, but when he comes to Ottawa he can only have it in English? Why is it in an area like Oxford where it is 85 per cent French, where everybody has extreme difficulty speaking English, that they—

Mr. H. C. Parrott (Oxford): Oxford?

Mr. Roy: Pardon me?

Mr. Parrott: I thought you said "Oxford" and I just wanted you to know that we like the French but we—

Mr. Roy: Hawkesbury! Why is it in an area like that, or in Ottawa very often where you have the judge who is French speaking, the Crown is French speaking, the defence counsel is French speaking and all the witnesses are French speaking, yet all these people are giving evidence which is being translated in English. It is an intolerable situation.

I come back to the area of Ottawa. Why is it that when one is charged in Hull he can have his trial in French or English, his choice, and in the Ottawa area he cannot do so? I suggest to you that you should have more expediency in this field. It has been intolerable for the last 25 years. Why is it still going on now? When can we expect some changes in this area? Thank you, Madam Chairman.

Madam Chairman: Thank you, Mr. Roy.

Mr. Lawlor: do you wish to speak?

Mr. Lawlor: Yes, I have an opening statement, thank you, Madam Chairman.

Let us pause and reflect. In reflection particularly lies the spice of life; the standing

back from the maelstrom which floods in law before us; that which alone gives meaning and depth to our experience in law-making.

Madam Chairman: Mr. Lawlor, excuse me, I don't think they are getting you on the tape.

Some hon. members: Start all over again.

Mr. Lawlor: The gross diurnal toil of this place.

What is law all about? Why do we pass so many of them? Why any? These opening remarks, as in my wont, will be philosophical or quasi so.

There was a time not long ago when voices hushed and lowered when speaking of the law. Law was a sacred thing—not in any merely metaphorical sense, but the civil and criminal law was proffered and accepted by most people as an emanation of the divine law which governed the universe, of necessity, and in a presumably overall beneficial way.

Now law is seen as product of human labours and diverse special interests. It is seen as fallible, as blind, as malleable and both as sage and as stupid as human beings by and large generally are. It tends to concretize in case law and statute, and to make relatively permanent both the tested sagacity and the spellbinding stupidity. With the sociological school, law was in danger of being seen largely as the contained prejudice of individual judges. Not merely cynical lawyers exploit this in their study of and dealings with the bench.

The point nevertheless was a valid one: The many-splendoured balloon which the law pretended to be—neutral, impersonal, objective, unsentimental, rational; not a regarder of persons, the lofty and beneficent arbiter, not and never itself combatant—was pricked, and the magnificent bubble slowly drifted to earth despite various attempts to patch it up and to glue together the more or less visible holes in midair.

This means that the law has been given the opportunity to become more humane. But it may only come to mean that it becomes more wretchedly human.

During the past few weeks I have read a dozen articles denouncing and lamenting the decrease in obedience and respect for law in our society. I think of Robert H. Back's article in *Fortune* magazine, reprinted in the *Gazette of the Law Society of Upper Canada* entitled "We Suddenly Find that

Law Is Vulnerable." There were two articles in *Fortune* magazine which preceded it. The first article in the series was called "The Angry Young Lawyers."

It is kind of peculiarly typical of the Law Society that it would see fit to publish the article which was fundamentally conservative—with a small c—in its thrust and dimensions, over against the first article, written by another man, which tried to be vitally, socially alive to what is happening within the fraternity at this time in history.

The article in question starting on the basis of the problem of judicial restraint, for which I have a scant sympathy, goes on in a vein denunciatory, without really trying to get to the basis of the disease, without trying to penetrate why law is increasingly being held in disrespect, why the courts are being used as a forum in a political way, why the law and courts and the administration is being used as a tool, rather than the political marketplace as a way of rectifying substantial social ills.

No attempt is made, really, to penetrate that somewhat devastating and increasing social phenomenon, which the Attorney General of this province hasn't been brought up short with in any major way as yet, but which I suspect in the next few years will be a major difficulty for anyone occupying that post.

Of course he starts off by praising the law. He says the law was the most noble of all human studies for it brought philosophy into the marketplace. Is that really true? Did it bring philosophy? I haven't been particularly struck, now getting to be a long-standing and somewhat benighted lawyer, with the penetration of philosophical and social thought in this particular area.

He said:

The striking and peculiar fact about a study so old is that it possesses very little theory about itself. There is no body of systematic learning about a law's inherent capabilities and limitations.

I heard an eminent economist who became closely acquainted with a major centre of legal scholarship remark with astonishment: "You lawyers have nothing of your own; you borrow from the social sciences, but you have no discipline, no core of your own."

And, a few scattered insights aside, he was right.

None of these articles gives much credence to a man like Sol Alinsky, or the anguish of

spirit and the throwing off of powers cried out for by a Franz Fanon in "The Wretched of the Earth." It is as though the distress and anger of our times somehow escapes them. It is always a hearkening back to Dicey and his scriptures and beatings, about the capital tribe called collectivism and the mortal sin called administrative tribunals.

On the other hand, the speech of John Turner, reprinted in appendix 5 in the Wright commission document, "Legal Education in Ontario, 1970," is a whiff of the new wave of examination of conscience on the part of the legal profession and the harbinger of a newly envisaged world.

Page 104; I will just give you a bit of the quality of this thing:

Law school curriculum nourished this commercial sector. Business law constitutes the core. Poverty law and the rights of the dispossessed, the poor and the mentally ill, the illegitimate child and related categories are relegated to the penumbra, if considered at all. Indeed, it appears as tireless as if the curriculum of the modern law school had been drawn up by the local chamber of commerce.

Jumping down.

The lawyer must not cast himself as a hired gun or a dart thrower for the privileged class. Law schools must be more than conveyor belts graduating students into the corporate structure.

There is, of course, nothing wrong with the lawyers and advisers to business, that is an essential, legitimate function; but the lawyer should also envisage himself as a public servant, professional administrator, advocate of special minority interest, the public interest pleader.

I am sure the minister is aware of Mr. Turner's remarks on this. I wish Mr. Turner would carry out in practice and in concrete terms the nostrums that he expressed on those occasions. I have noticed it particularly—

Mr. Roy: He is in Finance now.

Mr. Lawlor: Yes, I appreciate that—and in Finance I expect enormous redistribution of wealth to occur almost immediately.

Lastly, the whole problem and stirrings are discussed, albeit within a too laissez faire and individualistic context, nevertheless with balance, understanding and wisdom, by Professor J. A. Corry, formerly of Queen's, in the CBC Massey lectures of 1971 in a little volume called "The Power of the Law."

As I say, Corry's trenchant and scattling analysis of the law and its impact in modern society and the revisiting by that society upon the law and the profound changes that are going on at the present time as an undercurrent in a subterranean way in the law, are well handled as far as legal scholarship in this country is concerned.

This man has done more than any other to try to penetrate the web. He says, and it is very true, that:

Only an infinitesimal percentage of many of our disagreements and contentions—one in several thousands—get so embittered that they have to be taken to the law courts to force somebody to obey the law or suffer punishment. Of the millions of relationships we are involved in, only a few hundred in total go so wrong that we have to go to court for settlement in any given year. That is why violence is always news; why stubborn, unyielding and disruptive contentions always attract our attention. They have been so rare. As I hope to show later, this is accomplished for us by law in the sense that without it we would be at one another's throats. The firmament of law holds us together and also keeps us at arm's length in our contentions. When we understand this we see that it is a near miracle.

He says, going into his lecture on obedience and disobedience:

The last two lecturers talked loosely about respect for law and disrespect for it, about order and disorder. But we are concerned with the regime of individual freedom and must recognize that some disrespect for law is healthy. We must realize that genuinely free men pursue different purposes, and in pursuing them vigorously come into conflict, and generate much contention and some disorder. The purpose of law is not to eliminate contentions but to keep us at arm's length in them. If the surface of society is calm and unruffled it is a sign that freedom is not being taken in an exhilarating way. So we must refine our terms to see how much respect is vital and how much disrespect is tolerable.

On that basis he pursues a historical résumé of laws that is descended from 1688 or thereabout, and the Bill of Rights, and as it affects us today.

It seems to me there are three main objectives or purposes in law, which to a substantial degree are represented by different

political philosophies. The first and most obvious is order. All conservative, and ultimately Conservative, stances revolve around the very minimal notion of this role of law as the enforcer of social peace, if not of goodwill. This concept also represents the strength of the Conservative position in that it realistically takes the very least as the acceptable and does not strain for or demand more ideals and stressful objectives for merely fallible men.

The traditional Liberal position has been to find in law and through law the maximum of individual freedom. Liberty as absence of restraint and coercion—the law being seen as intrinsically coercive—is the great end of law, and legislation is judged largely on the basis of whether it leaves the utmost room for individual movement and personal choice.

The fault here lies in considering that states, governments, and collective entities have no rights as such, and only certain set obligations; and to assert raw power rather than constitutional suavity in consensual forms of benign of social redress and reform in the interest, not of a few, but of the community as a whole. In other words the Liberal position tends, in terms of affirming the individual, to lack a profound social conscience.

The third school seeks and affirms justice as the end of government and recognizes that on occasion justice and order can conflict, as does on occasion the individualized notion of freedom and what is beneficial for a communality.

These tensions and conflicts are the very stuff of our civilization, and justice is the most difficult of all the notions to deal with. Justice seen as the assertion or imposition of order in a state calls for a single programme, but it is sometimes seen as the harmonization of relationships, not of the interests of both individuals and groups. It has much to be said for it.

Justice seen, as the old Liberals and the new Conservatives tend to see it, as almost exclusively tied in with the maximizing of individual self-determination in our world, represents by and large a profoundly antisocial bias. Justice, as recognizing and seeking an ultimate equality of persons' condition and equality of treatment as contrasted with mere equality of opportunity, is the primary task in which we are presently engaged whether we like it or not and appears to be the only way in which social peace or personal freedom may be either promoted or safeguarded.

Thus, and so it seems, the legal profession and many responsible citizens dawningly are coming to see the future of law and its operations in terms basically of justice, not of mere order or the affirmation of the status quo.

This vast problem, which we really cannot go into today, is set out in "What is Wrong with the Law?" This is an article published in the *Listener*, largely the British Broadcasting Corp., in which some of the finest legal minds in Britain at this time have sought to set forth what they thought was deficient and even in some cases deplorable about the law.

Lord Plowden says many critics take the argument a long way.

They suggest that it is less the training of lawyers that needs changing than the whole conception of the lawyer's role in society, and that from this must follow even more far-reaching changes in the way they are prepared for the role. There seems to be two parts to the argument: 1. That the development of a welfare society creates a complex of new relations which need regulating by law; and 2. Groups in society are given new claims on other groups and on the community at large. They need the help of lawyers in asserting these claims.

We want lawyers who are technically competent, not only in the fields in which they now work but also in fields which in the future they either might want to work or have to work. At the same time one wants lawyers who understand the society in which they live, who are energetic, who show ingenuity in using the particular intellectual tools of their trade in ways that are socially beneficial, not only to the very limited range of clients whom they now serve, but also the much wider concept of community at large that one hopes will be included in legal services for the community in the future.

The second part of this argument sees law as a creative social instrument which does not maybe regulate but actually helps to shape relationships, to define claims on society. This means that lawyers need some articulate ideas about society and about the place of law in it. The present Lord Chancellor wrote some years ago that in a welfare state lawyers should be aware of the function of law society and appreciate the interaction between law and social and economic progress.

I read this because certainly in my generation of lawyers, and so far as I can see even of those emerging from the law schools at the present time, those particular thoughts and propositions didn't weigh very heavily.

Well, enough of these problems. I have several specific things to discuss in the opening statement. The department has been deeply changed since the last estimates. I have written out the changes here. The minister in his opening statement has gone over them; I will not repeat them. There has been something "super" added.

The only thing I wanted to mention about the alterations that have taken place is that the Centre of Criminology now has been transferred to Correctional Services. I would ask, why? Isn't it far more intrinsically tied in with the operations of your department in its working life? And isn't it a shame—I take it that you are still giving grants through this department—

Hon. Mr. Bales: Mr. Lawlor, do you mind if I interrupt?

Mr. Lawlor: Not at all.

Hon. Mr. Bales: It was never really in this ministry or department; it is under Colleges and Universities. It is part of the university. We make grants to it, but it has never been part of this department.

Mr. Lawlor: Do you continue to make grants to it?

Hon. Mr. Bales: It is under discussion at this time. They have been receiving very substantial grants in the past from other foundations and so on.

Mr. Lawlor: I just have a vivid recollection of speaking about it on previous estimates some years ago.

Hon. Mr. Bales: The Justice policy group had a meeting with the head of that Centre of Criminology; they had a long discussion. They have been of great assistance to this and the other fields in the Justice area but they are not part of this ministry.

Mr. Lawlor: Well, I will just mention that it will give me some delight to discuss the Ontario Municipal Board. I hope the member for York West (Mr. MacBeth) sticks around for that particular exercise, as he finds no good there and I find nothing but virtue.

Just to sum up that particular aspect of the matter, the change in the estimates were

therefore very considerable—\$131,886,000 in the previous estimates and now they are down to \$55,000,000, about a little more than a third of what they were. But if we take the estimates of the Provincial Secretary for Justice into account, there is another \$315,000 tied up there.

The second thing I want to mention is that the Law Reform Commission is making a thorough study of the courts, which we will discuss under vote 1005. It must come up with some answers to the two old bugbears in the law. Number one, that the law leaves far too many serious grievances without redress. The law is incomplete. There is no necessity for these types of incompleteness in the whole area of tort law, and the area of giving redress to individuals in this regard; and even with respect to administrative tribunals.

The second, the expensive law, particularly where the litigation is much too great. I would like, under this head, to have you hear what Lord Devlin, in this volume, has to say on what is wrong. Chesterton wrote a book called, "What's Wrong." He said he talked to a maiden lady and she said: "What have you been doing today?" He said: "Well, all afternoon, madam, I've been doing what's wrong."

Mr. E. W. Martel (Sudbury East): It sounds intriguing.

Mr. Lawlor: What about expense? Lord Devlin says:

It is generally agreed that, for the ordinary citizen, the cost of litigation is prohibitive. What is the reason? I do not believe it is on the whole because lawyers take extortionate fees.

I don't agree with Lord Devlin.

The average lawyer is no richer than the average member of other professions. Some people think that the duplication of work between barrister and solicitor . . . [well, that is not pertinent.] Personally, I think that we would save no more money by abolishing the distinction between the two than we would in medicine by abolishing that between specialist and general practitioner.

I'm sure that what you say would not be enough.

Various committees, from time to time, have been appointed to investigate the costs of litigation and they have been able to prune expenditure here and there

but never to any substantial impact. Nor will they, so long as they do not dare to tackle the two features of our procedure which truly account for its enormous cost. There are (1), the adversary system; and (2), the insistence upon oral evidence.

Under the adversary system, each side prepares its case in secret, giving away as little as possible to its opponent. In this way the work is trebled, each side conducting an investigation on its own and then the two meeting in confrontation.

As for the insistence upon oral evidence, this not only produces a heavy bill for the attendance of witnesses, but means, since the judge has to make a note of the evidence, that the pace of the trial proceeds at the speed at which he can write, instead of the speed at which he can read. In the appeal court, where oral presentation is also insisted upon, things are a little faster because they proceed at the speed of talk. Though talking is much slower than reading, it is faster than writing. [Those are sage comments on his part.]

In my opinion, we shall not make any worthwhile saving on the cost of litigation so long as we accept it as the inalienable right of every litigant to have the whole of his evidence and argument presented by word of mouth. It is not a right that is recognized by any legal system except the English, and those that are based on it. In many systems it is left to the point itself to determine as to what extent, if at all, a hearing is necessary.

We ourselves accept that justice can be done by domestic tribunals without the setting of a legal trial. Some cases could, I think, often be resolved by the judge alone, perhaps with the aid of an inquiry officer, but without the need for professional advocacy.

Madam Chairman: Mr. Lawlor, could we bring your remarks a little closer to the subject at hand which is the estimates of the Ministry of the Attorney General?

Mr. Martel: This is the subject. I am going to take exception. I am going to speak for my friend; he is right on. He is at liberty, in the opening remarks of this department, to cover the waterfront, and I suggest the chairman should not interfere in the opening remarks of my colleague. I take exception to it.

Mr. Lawlor: Then I take exception, too!

Mr. Roy: That is a great part about legal aid.

Mr. Martel: These are his opening statements. Nobody told the minister what he would speak on. He decided what he would speak on in his lead-off.

Madam Chairman: I really think that we should try to stay a little closer.

Mr. Martel: He is right on.

Madam Chairman: You are very far afield, Mr. Lawlor. I realize that you said that your remarks were going to be philanthropical.

Mr. Martel: Philosophical.

Madam Chairman: Philosophical, I beg your pardon.

Mr. Lawlor: Well, I have abandoned philosophy and I thought I was down to hard common sense.

Madam Chairman: We are very far afield, even from the philosophical examination of these estimates.

Mr. Lawlor: You can't win. I'm going to return to jurisprudence.

Madam Chairman: Thank you.

Mr. Martel: Full speed ahead.

Mr. Lawlor: No, Madam Chairman, you are quite wrong. The opening remarks made by a critic of any department is given the widest amplitude and range he desires, provided it is within the general ambit of the subject matter under discussion. I suggest that this is so. And I suggest more than that; that this is very much to the point as to the costs of litigation in our courts being an overriding factor in terms of injustice to the litigants and the people involved. It has been forever raised, and I think that the remarks of Devlin under this head are valuable. I think he has touched the nub of where the fault lies, in the adversary system and in the oral evidence field.

The studies are going on on the law of evidence by the Law Reform Commission at the present moment—and they are notoriously slow in being produced, by the way. They've been going on for three solid years. Somebody at Queen's, I think, is doing it. I would be very pleased to see what they come up with on that head.

That is more properly discussed in-depth, Madam Chairman, when we reach the pertinent vote. At the moment we range a little.

I am not going to take very much longer anyhow, Madam Chairman:

Where that is not feasible, the judge should have a complete discretion to decide what form a trial should take. In appellate work the case could be decided on paper, with perhaps a limited hearing for oral argument on any point that the court thought needed elucidation, in a quarter of the time that is now occupied partly by speech, but mainly by the reading aloud of documents.

The same applies to these estimates. At 74—

Madam Chairman: Is this the place where I say touché?

Mr. Lawlor: On point No. 2, he has this to say—

Mr. Haggerty: You can be replaced as the hon. member for Downsview (Mr. Singer) was.

Mr. Lawlor: —and so I shall say a word about incompleteness.

The law cannot provide a remedy for every sort of misbehaviour, but I think that as between citizens and also as between the citizen and the state, English law leaves far too many serious grievances without redress. The law that deals with the misbehaviour of one citizen towards another is the law of tort.

I think I'll cut this short, though, in deference to Madam Chairman. The basic contention is that there is a wide swath of unredressed ills and injuries in our society. We do tend to go too much on a nominate system of torts; they pigeonhole it and you fit yourself into particular categories. The law is in the process of a profound transformation in this regard; we are moving towards—Martel wrote down here “chicken.”

Mr. Roy: Chicken?—It was his counsel who wrote that on his file.

Mr. Lawlor: That means my machismo is aroused.

Mr. Martel: You should have kept going.

Hon. Mr. Bales: Your what?

Mr. Lawlor: That's a Spanish term for male aggressiveness.

Hon. Mr. Bales: Oh, great.

Mr. Lawlor: Machismo.

Mr. J. Duksza (Parkdale): That's Mr. Martel.

Mr. J. P. MacBeth (York West): How do you spell that?

Mr. Lawlor: Yes, Mr. Martel has a lot of it.

Mr. Martel: Machismo? The minister is in no hurry.

Hon. Mr. Bales: You learn something every day.

Mr. Martel: He has been waiting anxiously all spring for this.

An hon. member: Since February.

Mr. Martel: There is no sense disappointing him.

Mr. Lawlor: We'll get these things over with sufficiently quickly. After all, the estimates are cut in half this year. The other half of the truncated body is going on upstairs. If the two parts should ever join, we would have a whole human being.

Interjection by an hon. member.

Mr. Lawlor: That's right. And sitting down here when I should be speaking upstairs on matters of police severely torments me.

Mr. Roy: That's terrible.

Mr. Lawlor: In any event, I am particularly concerned about family law and the broad constitution of the family courts. Although it will no doubt be discussed more fully in item 3 of vote 1005, still some mention should be made of it now.

What does the new minister think of bringing the whole of family law—divorce, custody, maintenance, the rights of the child, affiliation orders, etc.—under the umbrella of a single court? It would seem to be a most salutary move.

Fourth point: What is the position of the government re chapter 54 of McRuer, about reimbursement of innocent persons suffering wrongful convictions? In that section—

Mr. Roy: Do you mean wrongfully charged?

Mr. Lawlor: Yes, charges being laid against an individual which are subsequently dismissed for one reason and another.

Mr. Roy: You said conviction, you see.

Mr. Lawlor: It seems to me that in this particular area, McRuer stops far too short.

When you consider the Scandinavian experiment and what is going on in several of the states of the United States, there is no reason why people who have been wrongfully convicted and suffered all the penalties of that, including incarceration and what not, ought not to be given some form of redress. He points out that in our law, the judgement of "not guilty" does not imply one is innocent, or if the grounds of dismissal of a charge were grounds of the insufficiency of evidence alone, which is often the case, then that could all be taken into account by a tribunal hearing.

But there are weighty instances of individuals who are kept locked up for prolonged periods of time as a result of wrongful convictions, who, at the present time, have no forms of redress. There may be a Crown pardon given, but nothing in terms of recompense in actual monetary loss or the loss of livelihood. Nor is the whole business of disruption of families taken account of in our law, and it's a huge hiatus as things presently stand.

It seems to me that taking all Mr. McRuer's animadversions and reservations into account, nevertheless provision can be made in this particular matter. He's not all that opposed, you know. In his final recommendations he says:

We recommend that statutory authority be conferred on the Lieutenant Governor in Council to make *ex gratia* payments, on the recommendation of an ad hoc tribunal consisting of judges of the Supreme Court of Ontario, appointed from time to time to consider cases where it is claimed that a person has been imprisoned and that his innocence can be clearly established.

The one fault in McRuer's whole mode and disposition of argument is that he places, in my opinion, an undue emphasis upon the sagacity, wisdom and final adjudication of the judges. He has a profound belief, almost amounting to some kind of psychological state about judges, so that, in some way or other, he sets up the business of the division of powers in such a way that in adjudicative matters it all must finally devolve upon the judges. All streams in the adjudicative process—and tribunals and what not—all must finally come back upon the courts.

By and large I agree with that and voted for it in the House as we brought several bills forward. But there ought to be nothing

sacrosanct about that. It seems to me that because some tribunal would have to review the evidence presented to a court—that some tribunal other than judges, in other words, would stand in judgement over the judges, which is the thing that irks him, and that such a tribunal would have to be brought into existence—it seems, in his mind, somehow to bring the judiciary into disrespect or to put them in an inferior status. That, I really don't see.

In cases where evidence has subsequently emerged and someone has been wrongly convicted, why should you keep it within the ambit of the judges of the Supreme Court so that they can stand in judgement, in effect, over their fellow judges in the courts below, or themselves, and therefore are not as exposed to criticism? This is the intent and direction of his reasoning. It really escapes me in this particular instance. It's done in many other jurisdictions without the judiciary suffering one moment's tarnishment or diminution.

Under this particular head I would ask the minister to give due consideration to what you've done for the victims of crimes. It's laudatory. What you should do for the victims of those who are unjustly imprisoned by way of a faulty conviction could be equally so. The safeguards and surrounding necessities of the thing can easily be written into your law, I suggest.

The fifth point I want to talk about is a document called "Due Process Safeguards and Canadian Criminal Justice." In this opening statement, I will not go deeply into this document. I simply want to bring it to the attention of the minister, who has no doubt perused it and point out some of the rather spectacular conclusions that arise.

I would like to hear what he has to say about them, how he weighs the document or what he thinks is the validity of it. Is it too small a sampling? Do they arrive at their conclusions too quickly?

Because if you look at the tables in here about the time spent, the hours spent by provincial court judges, particularly in the criminal sector, it is appalling—2.36 hours per day. The facts of the matter; in perusal of all these cases, they are out of there by 1 o'clock, the courts are deserted.

Then they talk about the backlogs, and they talk—the other thing is the encapsulation of cases.

I mean you have the figures here of people being adjudged guilty, not on guilty pleas

necessarily, in very truncated periods of time. Their whole lives are afflicted and affected by it. Some of them are going to go down for 10 years on a half to three-quarters of an hour presentation.

Really what happens here, it seems to me, is some kind of habitual state. Once people get into a groove, once the judges begin to operate in that particular fashion, it is the kind of a thing that is accepted and anticipated, and there is a certain grievance if they are disturbed in these rather comfortable contour lines.

But does it do justice to those people appearing before them? I think you will agree, if you attend upon the magistrates' courts in any—of course I am particularly considering the area of Toronto, city hall; courtrooms 31 and 32, 33, 34; which are the trial courts down there. Out in my own bivouac, out in Islington, the corridors are jammed with the huge number. The case lists are three or four pages long; some of the crimes are of momentous consequence.

They are all basically handled—I won't say in a slipshod fashion, but with a certain intolerance, with a certain urgency to get ahead. That in the presentation of evidence, particularly with younger counsel, they feel the impact and they are let know, subtly: What are they going into the facts in the aggravated scale for, they are only delaying the processes of the courts?

All they are doing as far I'm concerned is promoting the ends of justice.

The thing has gone too far! And this is the first documentation of the thing that I felt very deeply for many years, as to what is moving the magistrates, and what forum are magistrates' courts of this province.

As I say I don't stigmatize the family court, the family section, nearly as much. I do think that there is a real intent on the part of the presiding judge to give the fullest possible amplitude to the presentation of the case, both by the individual witnesses and by counsel involved in the proceedings.

But it is not true—it simply is not true—if they say, "We cannot do that." And this is the argument I've been hearing for years: "We cannot take the time, because look at the caseload!" Then you look in here and see that the courts are sitting, I suppose it is honest to say an average of 2½ hours a day in any one court; and so that claim goes out the window.

Very serious matters must be raised in this area.

Finally, we have never discussed legal education in this committee or in the House. Although I do not intend to launch into this area during these particular estimates, I would like to know whether the Attorney General might on some future occasion be prepared to go into the matter somewhat. Surely this Legislature, which is paying out substantial sums now for legal education, might get in its twopenny thoughts; nor do I think it best brought up under university estimates. There it is lost!

Particularly as we have this study and others before us coming out of the Wright report, which peculiarly zeroed in upon the legal aspect. The Attorney General of this province must be aware and he must be disturbed as to what is happening in the minds of new young lawyers coming out to practise law and enter into the profession, the type of background and training, the kind of men we are producing, whether they are the technicians that we have become so accustomed to. To talk about people learned in the law in this province, is to simply talk about a handful of individuals, mostly counsel; and some of them in your own department, thank heaven.

But to be learned in the law is to be learned in a good deal more than the law itself.

As I look around me at the practitioners of legal matters in this province, I find that by and large they are very narrow men, graduated from a factory. Not, Lord help us, learned in the law at all as it was certainly in my time and I have no reason to believe it has changed all that much. They are coming out largely motivated by selfish interests in terms of straight greed—not offending the rules and ethics of the society, but simply abiding within the narrow path—treading along the edges all the time.

These near technicians who practise law are a bane to the profession, as far as I can see. They don't advance its interest. They bring aspersion to bear upon all our heads because this is the way the public see and understand the law to be. So in this area I would ask you to give some thought to what's going on in the law schools and what is being produced.

I know, on the other hand, that certain of the older practitioners are saying that the new generation of lawyers, as I indicated at the beginning of this talk, are not as profoundly trained in the technics of legal knowledge. They don't know all the rules in wills and trusts—which, as you will re-

member, was a pretty miasmic area of legal scholarship, the one in which Caesar particularly delighted because of its straight complexity and because it stimulated him. But, for myself, I don't think I have had a single instance where it was of any value to me subsequent to emerging from the penalty of having to undergo it.

Mr. Parrott: If you are not careful you will be in as much trouble with your confreres as I am with mine.

Mr. Lawlor: I hope so. Your finest hour.

Mr. Parrott: Maybe it is yours too.

Mr. Lawlor: Well, those are basically my opening statements—I think so. I felt tired this year and gave up easily. I would ask that we return to the estimates.

Madam Chairman: Thank you, Mr. Lawlor. Mr. MacBeth.

Mr. MacBeth: Madam Chairman, I have no opening statement to make on behalf of the rump—

Mr. V. M. Singer (Downsview): Is that a new group?

Mr. MacBeth: —or any great philosophy to involve the committee in and I hesitate to leave it. I was rather enjoying it.

Mr. Haggerty: A lot of bull over there and a point here and a point there.

Mr. MacBeth: In that event I had what I thought a rather new question, helping me at least to understand these estimates.

Where, if anywhere, are there shown the revenues of the courts? I am thinking of fees that you might pay in issuing a writ; about the sort of things that your own counsel may have in, say, the public trustee's office, where they are awarded costs on a trial; OMB fees—and I am glad to mention that for you, Mr. Lawlor—and legal aid recoveries you collect from the people. Now are they shown in here, or is this a net position, or are they in revenue?

Hon. Mr. Bales: The total fees are shown here—I think they are broken down.

Mr. MacBeth: Are they shown in your accounts, Mr. Minister?

Hon. Mr. Bales: They are really in revenue. Can I help you now?

Mr. MacBeth: Yes, if you would.

Hon. Mr. Bales: In the report of the inspector of legal offices, for example, there is a heading on page 9 which says, "Revenue Collected during 1971." Provincial courts criminal division, fines and fees, \$29,573,686. Provincial courts family division, fines, \$25,000. I am just using round figures. Land registration services—that's not here now, but that's \$7 million; local registrars' SCO fees, \$1,700,000; surrogate court fees, \$4,900,000; county and district court fees, \$2,500,000.

Mr. MacBeth: But what we have here, is this the net that you're asking for?

Hon. Mr. Bales: That is correct.

Mr. MacBeth: All right, so when you show—

Hon. Mr. Bales: All these moneys really go into the consolidated revenue fund.

Mr. MacBeth: Those two statements confuse me. In other words, under Ontario Municipal Board here, the estimate is over \$1 million.

Hon. Mr. Bales: That's what we will spend.

Mr. MacBeth: Is that the net expenditure or the gross expenditure?

Hon. Mr. Bales: There are gross and net. That's the gross.

Mr. MacBeth: This is the gross.

Hon. Mr. Bales: The moneys come individually and are all credited in the consolidated revenue fund.

Mr. MacBeth: All right. That applies all the way through. In other words, if one of your courts levies a fine, that goes into the consolidated revenue fund. It is the gross that you're showing here all the way through, and not the net.

Hon. Mr. Bales: That's right.

Mr. MacBeth: I'm sorry, but that's what I wanted to know, Madam Chairman.

Madam Chairman: Right. Mr. Minister and gentlemen, let us proceed then with vote 1001, item 1, the minister.

On vote 1001:

Mr. Martel: Is that the minister's salary \$149,000?

Hon. Mr. Bales: I wish it were.

Mr. Haggerty: Madam Chairman, is the minister going to reply to some of the questions that were asked by the Liberal critic here?

Mr. Lawlor: And I asked some, too.

Hon. Mr. Bales: We'll deal with those particular matters. The Liberal critic isn't here at the moment, but he raised certain general statements really, not entirely specific ones. They come under each individual vote, and I think it's easier to deal with that way.

Mr. Haggerty: I think one of the important ones was that he discussed the problems about delay in the courts, the length of time that it takes before a case is heard.

Hon. Mr. Bales: I'd be pleased to deal with that particular matter, if you wish me to, at the moment, because he was in error.

Madam Chairman: I think, Mr. Haggerty, really can get to that when we get into the whole matter of courts administration under vote 1005.

Mr. Haggerty: Vote 1005?

Madam Chairman: That's going to be a detailed examination and surely that's the place to discuss it.

Mr. Lawlor: Madam Chairman, I would like to hear the minister say a word or two about wrongful convictions and about compensation therefor. That doesn't come under any vote that I can find.

Mr. Duksza: That comes under item 4.

Mr. Lawlor: No, that's victims of crime. This is different. We've provided law for that. We have not provided law in this other case.

Mr. Haggerty: Let's have a kind of a policy statement.

Hon. Mr. Bales: I think we then get into a philosophical discussion of the whole thing.

Mr. Martel: A good idea.

Mr. Haggerty: We're interested to hear some of your views on this.

Hon. Mr. Bales: That's fine, but I think we deal with it under each succeeding item. Mr. Lawlor dealt with myriad number of—

Mr. Lawlor: And anything you want to deal with.

Hon. Mr. Bales: —items in the last 55 or 60 minutes.

Mr. Lawlor: Under which item, Madam Chairman—

Mr. Parrott: Stack all of those and we will vote on all of them at once.

Mr. Lawlor: —will we deal with this, under 4?

Madam Chairman: I'm sorry; what is the subject?

Mr. Lawlor: People who have been wrongfully convicted of crimes receiving some compensation.

Madam Chairman: People wrongfully convicted. Would that come under legislative counsel, Mr. Minister?

Hon. Mr. Bales: Oh, I don't mind if he deals with it in this stage or wherever he really wants to deal with it.

Madam Chairman: Do you want to deal with it at this point, Mr. Lawlor, or will you wait until item 1004?

Mr. Lawlor: All right. I'll wait for the fourth item.

Madam Chairman: All right. So we come to item 1, vote 1001, the minister. Are there any questions?

Mr. Martel: I'd like to know where the minister wants to discuss the practice of lawyers acting for two or three people on particular cases, for two or three different parties? Does he want to discuss it here under the minister's department?

Hon. Mr. Bales: If you wish to. It's a matter of legal ethics, as far as I'm concerned.

Mr. Martel: Right. It might be a matter of legal ethics Mr. Minister, but it is reaching almost epidemic proportion in the Sudbury area. I have written to you, I guess, about at least three different lawyers—one a former judge—with respect to several different problems concerning lawyers acting for as many as three different parties in one particular transaction. It happened in the case of the people in Rockview Estates in Wahnapiitae, where the lawyer handled the details for the vendor, or the real estate company, where he acted as the solicitor for the purchaser, and where he acted as the lawyer for the construction company.

Everything has blown wide open with respect to Cambrian Real Estate, and when the people turned to their solicitor, ultimately they found out that he was not only acting

for the builder but for the real estate company.

Where do the people turn? What happens to a lawyer who does that sort of shenanigans?

Hon. Mr. Bales: The legal profession is a disciplined profession. The Law Society has a discipline committee and in all of those matters where people feel that the solicitor, or the person representing them, has not acted—

Mr. Haggerty: A judge unto themselves.

Hon. Mr. Bales: —properly on their behalf, you report that to the Law Society and they deal with it.

Mr. Haggerty: It's a terrible situation.

Hon. Mr. Bales: Because if a person loses his licence and is disbarred by the Law Society he can no longer practice.

Mr. Martel: Right.

Hon. Mr. Bales: It is a very severe penalty, as you well know.

Mr. Martel: It is a very severe penalty and I appreciate that.

Hon. Mr. Bales: If I may just carry on, it has been my experience that those matters that are referred to the Law Society concerning matters of discipline are carefully examined. Those who complain are questioned and referral made to them to give all of their evidence, and then the matters are dealt with by the discipline committee of the benchers.

Mr. Martel: In the instance I am talking about, this was passed on to your department by myself, originally, some time back in December. I was advised that—

Hon. Mr. Bales: You were making certain allegations in reference to people—

Mr. Martel: Right.

Hon. Mr. Bales: —but with due respect, you were not the person who retained the solicitor, you were making a general allegation against solicitors. Well, not entirely. You were claiming that there were difficulties there. I think there were certain problems, but not necessarily related to a solicitor representing two parties. There were problems in reference to the Wahnapiitae area.

Mr. Martel: Right, but the problem was, Mr. Minister, that when the residents of that community went to the solicitor—because ultimately the Department of Health condemned every home—they couldn't turn to their solicitor because he had a conflict of interest. He represented three different parties in these transactions. Who does he select as the one he is going to protect in this instance?

This was passed on to the Law Society. I haven't heard from them. In fact, I wrote to you again two weeks ago about it and included yet another lawyer acting in a similar fashion in Valley East township; one solicitor again acting for the purchaser and the vendor in this instance. Again, when the problem came to the fore, the solicitor said to the purchasers, "Sorry, but that's my client. I can't do anything to help you."

The practice is very widespread in Sudbury. It's unfortunate, but it is, and it is not doing the law profession much good. It certainly isn't helping my constituents any, because they get caught in the box, and invariably the person who gets the protection from the lawyer hired by all three is the one who has the most money, I would suggest. In other words, either the real estate company or the contractor. And who gets left out in the cold? The people who can least afford to fight a large real estate company such as Cambrian Real Estate. But my point is, the lawyer is wrong and, by God, he shouldn't be allowed to continue that sort of game.

Mr. Singer: Madam Chairman, there has been a recent ruling by the Law Society. It has been the subject of discussion for many years, according to my knowledge, but there has been a recent ruling and a recent addition to the rules governing the conduct of lawyers, where a lawyer undertakes to act for more than one person in the same matter, that he must advise both parties and have them both consent. In the event that he doesn't, then he is, or could be, in serious trouble with the Law Society, because it is clearly spelled out and has been subject to some very substantial discussion.

In the further case that you pose, I would imagine — where, having taken the proper steps to advise persons who he has represented and they later become in conflict—that the proper procedure would be for that lawyer to withdraw himself completely from the case, because he then couldn't properly represent either one of them.

I don't know the facts that the hon. member is complaining about. But I would think if they exceed both those bounds, if he didn't give proper information, or if he did advise clients that apparently he was acting for others in the same interest and they later came into conflict, and then he chose one from others, then he has acted improperly. In my experience, the Law Society would step in and probably does step in.

The extent of the detail I don't know, but those are the general principles as I understand them.

Mr. Lawlor: I agree with Mr. Singer. The safeguards that surround the relationship seem to me very stringent. You have to have in writing, signed by both parties, that each knows that you are acting for the other. Then, if it doesn't cover that, you are obliged to send both parties away to other lawyers for independent legal advice.

Mr. Singer: That's right.

Mr. Lawlor: He can't act.

Hon. Mr. Bales: The advice really from the profession is good. I think all of us share the same thinking that it is very difficult if you are going to act for two parties—even under the most stringent circumstances. Personally, I just find it impossible to do that.

Mr. Lawlor: Very dangerous.

Mr. Martel: I think it is very dangerous, but in this instance—

Hon. Mr. Bales: Our concern here as legislators, not as lawyers, must be that people receive the proper legal advice from the people they wish to retain. But there is also an obligation on them. If they feel the lawyer does not represent them properly in all respects, then they should file a complaint with the Law Society in writing and give them the details. You can't complain in generalities. You have to do it in detail. And then they will ask the lawyer for his file and deal with it on that basis.

Mr. Singer: There are several of us here who are members of the legal profession; and certainly I think, speaking for all of us, there is nothing as frightening as a letter coming forward from the Law Society saying: "Explain yourself." They do act, and they do write letters, and they do follow up inquiries.

Mr. Martel: Like other professions, though, there is such a snow job that can be done on it that it is not even funny.

Hon. Mr. Bales: No, well really—and I have never been before the discipline committee; but I have known enough people who have been, and it is a very serious matter.

Mr. Singer: Not even getting before the discipline committee—merely getting a letter. Once in a while I have had a client who hasn't been happy with me and who writes; and you have to reply. It is a serious offence not to reply. "Off with your head," if you don't reply.

Mr. Lawlor: Within a few hours. You send a carrier pigeon.

Mr. Singer: You run right over and deliver your own letter to make sure it gets there.

Madam Chairman: I think you have had a good reply, Mr. Martel.

Mr. Martel: You might think so, Madam Chairman, but I'm not quite convinced yet. In the last year I think I have had complaints respecting at least five law firms in Sudbury. I don't know if it is just getting out of hand in that neck of the woods, Mr. Minister. And I have had some replies from the Law Society with respect to several cases; but I haven't been convinced. Like when a man gets—

Mr. R. G. Eaton (Middlesex South): You're convinced the complaints are always justified—

Mr. Martel: —when we get complaints from the insurance adjuster for the province, or the accident fund, saying: "All we are waiting for is a judgement. We have been waiting for four months." The judgement was handed in in August, and you can't even get the lawyer to submit the judgement for payment; and there is just one excuse after another. This goes on for the better part of a year.

I worry about the type of representation that people are getting in that area, because this has come to the fore too many times in my own constituency in the last year.

As I say, I made the complaint to your department before you got the portfolio; it was submitted—the one where the lawyer handled three sides.

Maybe the answer, Mr. Minister, is that they just can't act for both sides. Maybe that

is the solution and we get out of it. Maybe there are going to be lawyers who object to that sort of thing. I think it is time we told the lawyers: "Sorry, you represent one person in a particular matter and that is it." Ball game over.

It is easy for the lawyers to talk—and I am no lawyer; I have a fair amount of education but I am no lawyer, and I get lost in the maze of legal jargon and the whole bit. Can you imagine what it's like for the great masses out there who aren't highly educated, the frustration that they experience? They don't know whether they're coming or going. They do know they are being taken for a ride, but that's the only thing.

And how do you resolve the problem? It's fine for us to say to write the Law Society of Upper Canada and it'll get results. The people don't have that expertise. We're protecting people.

Hon. Mr. Bales: Madam Chairman, the legal profession—and I'm not dealing with it as a member of the legal profession—is one of the many professions in this province that are self-governing. Mr. Singer made it very clear a few moments ago that in the last few years particularly—because this has been a problem in the last 10 years—the Law Society has discussed this a number of times in the discipline committee and in the rules and ethics committee and, through its monthly bulletins—and I saw Mr. Lawlor, for example, had a number of the little bulletins it has been publishing in recent times—they have set out those guiding principles for us. And I think it behoves those who are lawyers to follow those kinds of principles. They are common sense, as far as I am concerned.

You say you have received a number of complaints, and I am sure you have, but I wonder; I don't personally feel that I'd want to accept those complaints. I'd like to ask the other side, if I were in your position.

I don't know whether you have consulted those other law firms in the Sudbury area and asked them their views as to what their side of the story is, because the longer I am around, I find that there are always two sides to every story and two sides to every complaint.

I think you are wise to refer those to the Law Society. I suggest you might also try, if you wish, to perhaps reconcile some of the misunderstandings with the other law firms in the Sudbury area that perhaps were complained about.

Madam Chairman: Mr. Nixon.

Mr. R. F. Nixon (Leader of the Opposition): There is just one matter I want to discuss, Madam Chairman, and that has to do with the policy of the ministry with regard to plea bargaining. I've raised it with the minister once or twice before and I'd like to hear his views.

I was quite interested in the news stories that emanated from the trial of the rioters in the Kingston Penitentiary, for a number of reasons. It was a terribly important case, I felt. Mr. Justice Henderson had the responsibility of the trial and certain of our colleagues—I guess, Mr. Sopha and some others—were acting, I think under the provisions of legal aid, to assist some of the accused.

There were a series of articles in the *Globe and Mail*—I believe it was the *Globe and Mail*, at least—and one of the reporters delving into the circumstances, particularly when the formalities of the trial appeared to be drawing to a close rather rapidly, found that there had been some consultation between the Crown attorney and the defence lawyers and the judge. An agreement—a plea bargaining—had taken place which, from my untrained point of view, seemed to be very much in the best interest of everyone concerned—our point of view here would be that justice was served in view of the charges—but specifically for the individuals who had been concerned with that rather terrible situation.

Since that time there have been a number of editorials critical of the practice of plea bargaining and few comments in defence of it—none that I recall from the government. As a matter of fact, I made some comments myself which elicited a very critical editorial from the *Globe and Mail*. Their attitude was, of course, that it should be completely hands off and that everything would appear in open court and that these matters would proceed in that way. I personally felt that the judge and everyone concerned, under those circumstances, had served the community interests extremely well indeed.

Madam Chairman: Mr. Nixon, plea bargaining comes up under vote 1003.

Mr. R. F. Nixon: Oh, fine. Well, I will repeat that matter when that comes up.

Madam Chairman: Could we keep it over till that point? Thank you very much. I'll make a note of it. We're on item 1.

Mr. Singer: Before we leave the Law Society, I noticed the other day that the bench-

ers are considering the possible addition of a layman—

Hon. Mr. Bales: Madam Chairman? Mr. Nixon's here and he's a busy man—

Mr. R. F. Nixon: I certainly don't want to intrude.

Hon. Mr. Bales: As far as I'm concerned, I'm quite happy to deal with it. You know, you're here. It's up to the members of the committee and yourself as—

Madam Chairman: Surely; all right, Mr. Bales.

Mr. MacBeth: I suggest we hear him now, then.

Hon. Mr. Bales: Mr. Nixon wasn't through and I—

Mr. R. F. Nixon: Actually, I was just going to say that I've raised it in the House and the minister had said that he wanted to give his views to the Crown attorneys before he made a statement of policy. I just wondered, particularly under the first vote where policy matters are sometimes discussed, if he might give his views in that matter.

Hon. Mr. Bales: Well, Madam Chairman, I've given this matter a lot of thought. I call it plea discussion, not plea bargaining. I'm not quarrelling with your word—

Mr. R. F. Nixon: Probably a connotation that is a little better.

Hon. Mr. Bales: —but I like to refer to it in that way. The matter was raised before I came to the ministry in February, particularly in reference to the Kingston trials. Subsequently, the whole matter was referred to the Crown attorneys' association so they might be aware of it and give their views.

I have discussed it with others and I've developed what I regard as a set of principles in reference to the matter. Perhaps I could deal with this in that way. The issue of plea discussions has received a great deal of public attention. In my view, in the area of plea discussions there are certain fundamental principles which I think the Crown attorney must apply. In my view, these are as follows:

1. The proper administration of justice is the paramount consideration in all plea discussions and, as with all the duties of the Crown attorney, due regard must be had for the rights of the accused, the protection of the public and the interests of the victim in

accepting the plea of guilty to a lesser or an included offence.

2. The Crown attorney should do nothing to compel a plea of guilty to a lesser number of charges or a lesser or an included offence.

3. A Crown attorney should indict only on those charges on which he intends to proceed to trial; or, in trials in the provincial judge's court the Crown attorney should, with leave of the court, withdraw those charges on which he does not intend to proceed to trial.

4. The Crown attorney should not consent to the acceptance of a plea of guilty to an offence which has not been committed.

5. The Crown attorney should not consent to the acceptance of a plea of guilty to a charge that cannot be prosecuted because it is barred at law.

6. In all discussions with defence counsel, the Crown attorney must maintain his freedom to do his duty as he sees fit. Nothing should be said or done to fetter the freedom of the Crown attorney and the defence counsel.

7. The Crown attorney may state to defence counsel the views he may give, if asked by the presiding judge to comment on the matter of sentence. The Crown attorney should not agree to a specific sentence. He may draw the attention of the presiding judge to any mitigating or aggravating circumstances that appear to him to be relevant and may make submissions concerning the appropriate form and the range of the sentence. However, he should take the clear position that the matter of sentence is strictly for the judge and that any statement that he has made cannot bind the Attorney General in the exercise of his discretion whether to appeal against the sentence or not.

In exercising that discretion, for my part I would only exercise it in exceptional circumstances.

8. The Crown attorney should consider himself as agent of the Attorney General and, as such, responsible for the proper administration of justice.

9. Apart from exceptional circumstances neither the Crown attorney nor the defence counsel, either alone or together, should discuss with the judge matters bearing on the exercise of the judge's discretion in the judge's chambers, or any place other than in open court. Where attendance in the judge's chambers is dictated by the circumstances, the Crown attorney should al-

ways request that a court reporter be present to take down the full discussion which should form part of the record of the case. All representations to the judge on which he is to base the exercise of his discretion concerning a plea of guilty should be made in open court.

Now those are generally the principles. I have some additional statement on it; if you would like I'll just continue with it.

But it is my view that it is proper for a defence counsel and a Crown counsel to discuss a plea of guilty, or a plea of guilty to a lesser offence, and for the Crown counsel to express to defence counsel what his attitude with respect to sentence will be, provided this is a discussion in good faith.

Furthermore I see nothing inherently wrong in defence counsel and Crown counsel speaking to the judge, outlining the facts to him, and if it's a case where his approval is required for a plea of guilty to a lesser offence, discussing with him whether or not it would be proper for the Crown to accept such a plea. Again the Crown, in my view, is entitled to indicate to the judge what the Crown attitude is with respect to sentence, and the judge may indicate whether that attitude is acceptable or unacceptable.

Mr. R. F. Nixon: May I just interrupt for a moment?

Hon. Mr. Bales: Sure.

Mr. R. F. Nixon: Is there ever a circumstance when the initiative would come from the bench?

Hon. Mr. Bales: Yes, certainly, in my view. In my experience there has been.

Mr. R. F. Nixon: And it often would.

Hon. Mr. Bales: Well, at times it—

Mr. Singer: Only after he has heard some of it. The judge doesn't know until he walks into court what's gone on.

Hon. Mr. Bales: It would never come at the beginning of a trial. It would only come after the judge had heard a considerable portion of the evidence.

Mr. MacBeth: May I interrupt to ask whether the approach by the defence attorney and the Crown attorney should be to the judge in chambers, or in open court?

Hon. Mr. Bales: In my view it should be in open court, but at times I think the judge may request that the counsel come to his chambers to discuss the matter.

Mr. R. F. Nixon: Would you be prepared to say how your criteria there would apply to the Kingston circumstances, which were really quite interesting and important, I thought?

Madam Chairman: Kingston is a different subject.

Hon. Mr. Bales: The court reporter would have been present—he was not, as I understand it, in those circumstances.

Mr. R. F. Nixon: So there was no record of the discussion.

Hon. Mr. Bales: I also understand the discussions took place outside the court—and by that I mean outside the facilities, including chambers.

I think there should be severe limitations on how it is carried out.

Mr. R. F. Nixon: And have those recommendations been—I suppose the word is accepted—by the Crown attorneys? Has that been put to them formally as a policy of the ministry?

Hon. Mr. Bales: I spoke to the Crown attorneys' association at their annual meeting and outlined those basic principles, nine in all, that I have read to you. I knew that my estimates were coming forward and I anticipated that I would be making a statement to the members here.

I will be communicating all of these individually to the Crown attorneys. They are aware of those principles already and have been for the last few weeks.

Mr. R. F. Nixon: It sounds satisfactory as far as I am concerned.

Hon. Mr. Bales: But may I just make one additional point. I regard these as principles, not as rigid rules which they have to adhere to—look up the book, etc.—on each individual circumstance. We have to recognize that the Crown attorney is carrying the responsibility in the individual case in various courts in the province, so he must look on these as principles guiding him. I expect to review those principles with the Crown attorneys from time to time and to have their views as to the practicalities of them and how they see them working.

So I don't want to take a completely rigid position in that regard. I think there is good sense to those principles and I may say to you that the Crown attorneys have indicated as much to me.

Mr. Parrott: Madam Chairman, may I ask the minister, where does the person who is on trial fit in this picture? Pardon my complete lack of knowledge on this procedure. But is he present and does he have the opportunity to disagree with his counsel, or is that a private or prior arrangement? Where does he fit in that programme?

Hon. Mr. Bales: The individual has his own counsel. If he gives his instructions to his counsel and if the counsel does not agree with him, or is not willing to carry out his instruction on behalf of the client, the counsel will withdraw.

Mr. Parrott: But is he a part of the bargaining procedure?

Hon. Mr. Bales: No.

Mr. Parrott: No?

Hon. Mr. Bales: Not in most cases. But it isn't bargaining, it is discussion. I don't want to quibble on words—

Mr. Parrott: No, I accept the difference.

Hon. Mr. Bales: This is an important distinction.

Mr. Parrott: He is not there in the discussion; is this again to my very untrained mind—

Hon. Mr. Bales: He is there, not physically necessarily, he is there in the presence of his counsel.

Mr. Parrott: Yes, I accept that; but shouldn't he be there? At least give me the background, then, why he shouldn't be there, physically.

Hon. Mr. Bales: Well, it is a matter that would be discussed privately and in detail, as between the accused and his counsel.

Mr. Parrott: No, but when this discussion is taking place I don't understand—he may not have voice in that discussion, but I don't see why—

Hon. Mr. Bales: There would be further discussion between the counsel and the individual during the course of it and subsequent to it.

Mr. Singer: Counsel surely wouldn't, couldn't in fact, bind his client without the client's knowledge and consent.

Mr. Parrott: No, but I don't see why the client could not be present during the discussion. I don't understand that principle.

Because what the counsel will relay to the client is subject to some degree of interpretation of that discussion. I would think a first hand understanding of what that discussion was, would be preferable to the interpretation of the counsel.

I am not reflecting on counsel here at all. It is just that I feel, from my own personal point of view, if I could sit in on that discussion I would feel far more comfortable, even though I had complete confidence in counsel; or is that too far out?

Hon. Mr. Bales: May I put it this way—

Mr. Singer: You should have it in your own, not in the whole profession.

Mr. Parrott: Yes, well, granted.

Hon. Mr. Bales: For example, if it takes place in the judge's chambers, the judge will indicate those people he wants to have in the chamber. If it is between Crown counsel and defence counsel, I see nothing wrong if the individual were present or wanted to be present, if it is agreeable to his counsel.

But surely, these are rather technical discussions and I think in many instances, and this is from a practical approach, can best be handled between the counsel themselves. But any discussion that takes place of that nature is always, and must be, subject to discussion as between the individual counsel and the accused, if you want to put it that way.

Whatever arrangement might be arrived at or conclusions reached, they can only be with the consent of the accused. Because if they are not then counsel is not representing him, and he will make it quite clear in court that he doesn't accept counsel's representations and the counsel will have to withdraw from the case.

Mr. Parrott: Yes, I understand that, and there is no sense in continuing this discussion, because you just haven't convinced me of the sense of that, and with great respect I say that.

I feel that there are times when the individual, even with less training, with less understanding, but because it is his problem, does in fact bring to that particular situation a greater understanding than we can possibly appreciate if it was someone else whose, if you will, neck was on the line.

Mr. MacBeth: Madam Chairman, if I may interrupt! I think it is similar maybe to two physicians not wanting their patient present

when they decide whether or not he should have a heart transplant.

Mr. C. E. McIlveen (Oshawa): Now there is a lawyer in with the physicians! May I talk to that?

This is just one thing that we presently are doing in our own community. They have never done it before, having the patient present while they are discussing cases and the long term treatment of them, but just in the last six months we've been trying to have everybody present who has anything to do with the concern of that patient in the future. If the social worker has anything to do, he is present; the patient himself is present; the different doctors who are going to have a concern for that patient all are present; and the discussion is out in the open. This is what I was comparing it with—Harry's line of reasoning—and I think it is a very good line—

Mr. Haggerty: Open line.

Mr. McIlveen: Now the patient gets in and we stop and discuss that thing with him at the time, explain it to him and what it means to him. It's all out in the open, and we can get a finalization of his case and how everyone is going to proceed at the one time, rather than doing it through a minimum of five or six different channels. It's been very highly successful, especially in orthopaedic cases and in handicapped children. It's been extremely successful.

Hon. Mr. Bales: Mr. Parrott, I want to make it clear; I didn't say he couldn't be present, I was talking really from a practical standpoint and what takes place. I don't know how you can prevent it.

Mr. Parrott: Well, no, I think it has been discussed, and I appreciate both sides. Thank you.

Madam Chairman: Is there any further comment on plea discussion? Mr. Haggerty.

Mr. Haggerty: Yes, I would like to know what policy the minister has now, concerning the report of the Ontario Law Reform Commission and new legislation supposed to be brought down to control the day of rest. I am talking about Sundays and store and supermarket openings, and so forth. There have been conflicting views by the Premier of the province (Mr. Davis) and your predecessor—I think it was last February or somewhere around that time. I would like to

know, are you bringing in any new legislation now to control the day of rest?

Hon. Mr. Bales: The Law Reform Commission report is before cabinet at the present time for discussion and development of policy. You appreciate that that policy will be announced in due course. But I would say to you that it's being actively considered now.

Mr. Haggerty: Well, this is what, over a year ago or two years ago that you—

Hon. Mr. Bales: It's a very complicated—

Mr. Singer: I am sure you will find that report is a great help too.

Mr. Haggerty: Yes.

Madam Chairman: Right. I am sorry, we were on plea discussion, Mr. Haggerty, and you are taking it off into another vote entirely. We did this to oblige Mr. Nixon.

Mr. Haggerty: No, this is policy; I am looking for a policy statement from the minister. I want to know if he could just be a little more definite.

Madam Chairman: Well, why not take that up under the Law Reform Commission when we come to it in the appropriate vote?

Mr. Haggerty: No, this is a matter where the minister should be able to know when legislation will be coming forth.

Hon. Mr. Bales: Well, Mr. Haggerty, let's be frank about it. It's a matter of policy which will be announced by the government and will not be announced here by me in the estimates of my ministry.

Madam Chairman: Is there anything further on plea discussion?

Mr. Singer: Yes, Madam Chairman, I've talked with Mr. McCullough on several occasions in regard to this.

Hon. Mr. Bales: Crown attorney.

Mr. Singer: Yes, Crown attorney. I have one substantial concern, and he shares my concern, and I thought it was worthwhile expressing it here as well.

Very frequently in provincial courts, it is often difficult to be able to see the assistant Crown attorney before the court goes into session, and the assistant Crown usually—certainly in Metropolitan Toronto—has a long list of cases that he has to deal with. Many

assistant Crowns are most helpful—in fact, come to their office half an hour early. Again, by reason of the complexities of that office, it is often difficult, if not impossible, to ascertain a few days in advance who is going to be the assistant Crown in provincial court on a particular day in the future.

I think it is worth exploring a little more thoroughly, particularly insofar as it relates to Metropolitan Toronto, and making sure insofar as it's feasible, that the Crown is going to be available in his office a reasonable time before the court actually goes into session.

Hon. Mr. Bales: Or that you can reach him.

Mr. Singer: Yes, or that you can reach him. I've discussed this with Mr. McCullough; he quite agrees.

Mr. R. F. Nixon: In chambers with a reporter present, of course.

Mr. Lawlor: A tape recorder.

Mr. Singer: But I think it's important because these discussions have great value and help in the administration of justice, and many times certainly serve the public—or most times serve the public.

Madam Chairman: Is there anything further on plea discussion?

Mr. Lawlor: Just let me say one word on plea bargaining. With the surrounding safeguards that the minister has put forth, and even without some of them, it seems to me a perfectly legitimate procedure. The reason it's done on a massive scale in the States is because—and quite illegitimately, in terms of bargaining. That's where it got its bad name. It doesn't apply, as I see things, in our courts here in Ontario at the present time. And to give that permissibility and flexibility into our system and rely upon the decency and goodwill of a Crown attorney, in this regard, most often brings about a just result to a negotiation. And I'm wholly in favour of it.

Madam Chairman: Thank you, Mr. Lawlor. We will return now to item 1 of vote 1001—the matter of the minister and his office. Is this item carried?

Mr. Singer: No, no. I wanted to talk again about the Law Society and a news item I saw recently to the effect that the benchers were considering the possible appointment of a layman to the benchers body.

You will recall, Mr. Minister, that when we discussed the Law Society Act, some of us felt that it should have been included in the Act. And the majority of the House believe that there should be this unique body called the council.

I note they meet and have a nice happy session on occasion. I haven't really been able to see many results emanate from the deliberations of the council. Perhaps there are some that I'm not aware of. It seems to me that somebody is having a second look at it, and I wonder what you think about it. I think it's a good idea, that there should be several laymen on the governing body of the Law Society.

Hon. Mr. Bales: I do; I talked to the Treasurer about it, as a matter of fact. The council that was established a few years ago does have laymen and people of other professions on it. Perhaps it was a good idea, in practice—

Mr. Martel: Some of us didn't agree.

Hon. Mr. Bales: Well, in practice I don't think it has worked out that well. And I see substantial merit to some laymen on the benchers. I also see it as a good idea for laymen to be included on certain other types of boards. I think that's an important input to that kind of decision-making. Mr. Robinson and I talked about this recently and I commend him for that approach.

Mr. Singer: It can't, of course, be done until we revise the Act.

Hon. Mr. Bales: They are discussing it and they haven't come to a decision as yet. It was really a proposal by the treasurer at the time of his re-election as treasurer for the next year.

Mr. Singer: I would hope that, since the minister seems to be at least partially convinced, he's not going to wait for the unanimous resolution of the benchers; but that he will initiate action himself. Because he's the one who really controls the legislation.

Hon. Mr. Bales: They're coming to see me before too long on this and a number of other matters.

Mr. Singer: And while we're still on the Law Society, Mr. Minister, has anyone given any further thought to perhaps calling it the Law Society of Ontario?

Hon. Mr. Bales: Yes.

Mr. Singer: I have no understanding as to why it has to continue to be called the Law Society of Upper Canada.

Madam Chairman: Just being antiquarians.

Hon. Mr. Bales: Mr. Callaghan said that Mr. Sopha had probably talked about that before too.

Mr. Singer: Yes, well we both did; as that Act was proceeded through the House.

Madam Chairman: Is this item carried?

Mr. Lawlor: No, Madam Chairman; may I just say a word on the council? As I remember the legislation going through, at the time my feeling was, as things then stood, with the benchers, that at least in certain areas—particularly in discipline and the discipline committee—that the role of the layman might not be as efficacious as all that.

Secondly, that if anyone were able to do it, the lawyers would be able to overwhelm the token number of participants from the lay community in this regard. That's through the intricacies of involved definitions as to what a lawyer was being accused of. However, as you know, it isn't all that— But nevertheless, in that legislation, I remember writing an amendment in, saying this council must meet more. I think Mr. Wishart had set up that it would meet there and I think we made it mandatory that it meet five times a year and that its report be tabled in the Legislature, as I understood it. Am I wrong on that?

Mr. Singer: He may have proposed an amendment, but I don't recall it going through.

Mr. Lawlor: Well, I remember the number of meetings we went through.

Mr. Singer: Yes, we had quite a discussion. They gave away their—

Mr. Lawlor: I thought there was a report emanating from that group. Have you received any?

Hon. Mr. Bales: No. Mr. Callaghan reminds me that he thinks they do publish a report in the Ontario Reports.

Mr. F. W. Callaghan (Deputy Attorney General): A report of what they discussed at their various meetings.

Mr. Lawlor: Oh, they don't—

Mr. Singer: It's very informative.

Mr. Callaghan: Yes, it's a very brief summary of the various items that they looked at.

Madam Chairman: Right. Is this item carried?

Item 1 carried.

Madam Chairman: Vote 1001, item 2, deputy minister. Does this item carry?

Mr. Lawlor: We will leave him alone for the time being.

Item 2 carried.

Madam Chairman: Item 3, royal commissions.

Mr. Singer: On royal commissions, Mr. Minister, I suppose this is just a covering item in the event that someone decides that there might be a royal commission.

Hon. Mr. Bales: That's right.

Mr. Singer: You have no immediate plans for any royal commissions—

Hon. Mr. Bales: No, I haven't.

Mr. Singer: —to investigate Emprise or something like that?

Hon. Mr. Bales: I'm not ready to announce any tomorrow. There isn't any real need at the moment.

Madam Chairman: Is item 3 carried?

Mr. Lawlor: Madam Chairman, some moneys have been spent on a royal commission. Was the Niagara Escarpment part of it?

Hon. Mr. Bales: Yes.

Mr. Lawlor: I suppose that's the only on-going one, is it, at the moment?

Hon. Mr. Bales: No, there's the book publishing one, the royal commission on book publishing.

Madam Chairman: Niagara is the task force.

Hon. Mr. Bales: Well, there was a royal commission in reference to Niagara. It was established last spring and it reported.

Mr. Singer: Do you have the responsibility, perhaps under this vote or somewhere else, of designating counsel to advise the various committees of this House?

Madam Chairman: Yes.

Mr. Singer: I can recall the Workmen's Compensation—

Madam Chairman: That comes under vote 1004, legislative counsel services.

Hon. Mr. Bales: Yes, I think you're really talking about generally—

Mr. Singer: Generally, yes.

Hon. Mr. Bales: —about generally providing counsel where requested and where we're directed. It is done through this ministry.

Mr. Singer: And to what extent do you look to outside counsel? To what extent do you have an availability of counsel within your department?

Hon. Mr. Bales: Well, it really depends on the nature of the problem. I like to look at our own ministries as much as possible; we get some long-range plans there. I like to do that wherever we can, but on the other hand we sometimes do need to bring in outside people.

Mr. Singer: And perhaps I should raise—

Hon. Mr. Bales: Bear in mind, and I'm sure you appreciate it, that in the royal commission the commissioner himself usually indicates what counsel is satisfactory to him.

Mr. Singer: That's true, but I'm thinking of select committees, where a variety of people have a variety of interests. The Workmen's Compensation one, for instance, had four or five different counsel.

Hon. Mr. Bales: At the royal commission?

Mr. Singer: No, not the royal commission; the standing committee's investigation into—

Hon. Mr. Bales: Oh yes, but they were counsel brought in by the individual persons who were appearing before the standing committee. Other than the committee counsel, the others were counsel retained by the individuals.

Mr. Singer: But paid for by the government?

Hon. Mr. Bales: That was part of the resolution brought forward, but there were some limitations on it. For example, the question was raised as to whether we were paying for the counsel for Ford and GM, and the answer was no. But for individuals

who might have counsel there, or have retained counsel, it was the understanding that their fees would be paid. I may say to you, though, that I think those fees should be taxed before they're paid.

Mr. Singer: That was going to be my next question. On what basis were those fees determined? On a per diem rate fixed by you, or on a taxed bill?

Hon. Mr. Bales: It would be on a tax basis.

Mr. Singer: A tax bill. And that is your policy?

Hon. Mr. Bales: That's right.

Mr. Singer: There's another question that I should have perhaps dealt with under the first subheading, but we're still on vote 1001. It's a theme that I've enunciated in this House for a long period of time, and that is my strong feeling that the Attorney General should be all of the law.

I wonder if any progress has been made in taking into the control of the Attorney General the legal branches of all of the other departments of government? I would like to know the extent to which this control is now asserted, if at all, and the extent to which other departments determine who their legal advisers are. I would like to know the extent of control that you assert and, as regards training, whether lawyers circulate from department to department? How completely, if at all, do you control them and that sort of thing?

Hon. Mr. Bales: Well, in the individual ministries it has been the practice in the past that they tend to have their own legal branch. I think it's an inhibiting thing as far as legal people within the government are concerned. I think it much better—and this is what we are working toward—that the various legally trained people in the different departments should all be part of the Attorney General's ministry.

Mr. Singer: That is what some of us have been saying for 10 years.

Hon. Mr. Bales: I would say to you that there is certain concurrence with that view, particularly in the Management Board. It's one of the things we are working toward. Now, for example, Education—the legal people in that ministry are part of the Attorney General's department. I see it as a solicitor-and-client relationship in the broad sense, if

you like. I think it would be a good thing that people who, perhaps, are in one ministry for a period of time should also have the opportunity to move into other ministries, other types of problems. We would develop much greater expertise in the whole range of government problems, and we would have many more people available to undertake these problems.

When I was in the Labour ministry, for example, rather than always retaining outside counsel it was my practice to go first to the Attorney General's office and ask if there was someone there, or if they would recommend someone, to take the particular cases rather than retain outside counsel. If, by reason of volume of work or otherwise, they could not handle it, fine; then we would seek outside counsel with their assistance. For example, the deputy minister has a particular case that you know about which he took to the Supreme Court of Canada. I think that is a good way and it is the way we should endeavour to move. That's the way I am moving.

Mr. Singer: It's a good statement of principle and I subscribe to it completely. I worry though, about departments, for instance—and I don't want to be unfair to anyone—like the Department of Agriculture which, on occasion, has brought forward or been responsible for, something less than expert drafting in some of its statutes. My suspicion has been that the little legal branch in that department really has functioned as a unit unto itself for far too long. Without criticizing the personnel who make it up, perhaps they would benefit by spending some time in Highways or the Attorney General's ministry.

Hon. Mr. Bales: I am sure you appreciate it won't be easy to bring it about. It won't happen overnight.

Mr. Singer: There are some difficulties.

Hon. Mr. Bales: You mention Agriculture. Recently they have asked for our views in reference to their legal branch and how it can be upgraded and changes made. I welcome those kinds of opportunities.

Mr. Singer: Are you prepared to say, for instance, that there is going to be some kind of regular or semi-regular rotation process for most lawyers in government service?

Hon. Mr. Bales: First of all, you are going to have to get the system going within the Ministry of the Attorney General before you can start that. I think that is further along

the road. I wouldn't see any use in having a regular shift. I can't see that but I can see having people moved in and out of different types of legal work.

Mr. Singer: In the same line, what about hiring? Are departments still continuing to hire their own lawyers as they see fit, or generally under the supervision of your department?

Hon. Mr. Bales: I am trying to move it so that they are engaged through our department. We haven't accomplished that yet. I will make that clear.

Mr. Singer: Your principles are good; I would like to see a little more practice.

Mr. R. F. Nixon: Madam Chairman, on this point—

Madam Chairman: Excuse me, Mr. Nixon, Mr. MacBeth was next.

Mr. R. F. Nixon: I will be dealing with that point.

Mr. MacBeth: I'll make my point; it's just a small point on royal commissions, Madam Chairman. Going back to it, I wanted to compliment the minister on the fact that he has as little money there as he does. I hope he won't use that; I think there are very few things for which the public gets less value for its money than royal commissions. I hope he will keep them to a minimum this year.

Hon. Mr. Bales: It is not entirely within my own jurisdiction.

Mr. MacBeth: I realize that, sir. Do your best.

Madam Chairman: Mr. Nixon, you're on.

Mr. R. F. Nixon: Madam Chairman, on this hiving the lawyer, so to speak, I certainly approve of what the hon. member for Downsview has said. I've heard him say it on many occasions.

And yet I see a certain difference of approach in what the minister has said, when he indicated that when he was in the Department of Labour that he would sometimes go to the Attorney General and ask for a lawyer to be recommended, either from the department or outside, to take a case. I don't think that is quite the same thing.

Hon. Mr. Bales: No, it isn't.

Mr. R. F. Nixon: No; as when you would look at the problems—for example you were

talking about Agriculture, where it must be quite a narrow specialty indeed, dealing with the farm marketing legislation I would think, actually, for a professional person, it would get pretty humdrum indeed, year after year, to concern himself only with those matters.

On the other hand, I can also see where it might be possible, and really quite valuable, for the Minister of Agriculture (Mr. Stewart) to have someone on his policy staff who is a lawyer, but perhaps is not in a position to take cases, or even interested in that, but giving legal opinions and even assisting in drafting legislation, without having to trot down the hall to the legal stable. He shouldn't have to do this any more than he should be prohibited from having an economist and that only the Treasurer (Mr. McKeough) should have economists working for him. There is a certain value for a ministry, perhaps—well, I would say definitely—not having a specific legal section; I don't think that can be permitted to continue, and should not under the policy that the Attorney General has enunciated.

On the other hand, I can't see any problem with a lawyer being hired in the complement of the Department of Agriculture or the Department of the Environment or anywhere else. I wouldn't think that they would have to come to you for every legal opinion, or even for assistance. Maybe legal opinion they would; but for assistance in many of the things that they must be doing on a continuing basis, all the time.

Hon. Mr. Bales: We don't want to centre all of the legal people in one department. I don't mean that. They would be out in the different areas.

The kind of situation you are discussing at the moment is an individual employed with a legal background, but he is there doing other types of work and using his legal knowledge as assistance in the field.

The example I cited was not the procedure I thought should always be followed, but was merely used as an example of my approach, that I felt that the legal people should be centred or have a connection with the Attorney General's department. And that we should, so far as possible, use people within our legal services to take cases rather than always going outside to engage legal counsel.

Mr. R. F. Nixon: On the very matter that was raised about the legislation, and sometimes there being perceptible flaws from time to time in the legislation that comes before

us, does the Attorney General have any overall responsibility? I mean you retain the legislative counsel, and I suppose through that area you have overall responsibility for the fact of what is put before the Legislature is as proper as it can be, or is as workable as it can be.

Hon. Mr. Bales: I have tried to prevent as many flaws as possible this year, Mr. Nixon. I am chairman of the legislative committee.

Mr. R. F. Nixon: You want to retain at least one for Bill 1 next year.

Madam Chairman: Thank you, Mr. Nixon. Item 3, shall it carry?

Mr. Lawlor: No, Madam Chairman.

Are the figures final with respect to the Atlantic Acceptance situation?

In your 1971 statement, you show \$1.2 million having been spent on that. That doesn't appear to be—it says the cumulative expenses. Is that the final figure?

Madam Chairman, while it is being looked up, may I say that the Tories on all committees complain bitterly all the time about never entering into matters of costs and figures and the actual mathematics. I am throwing just a little bone to those mad dogs.

Hon. Mr. Bales: Under the Atlantic Acceptance heading the final figure—and it is not cumulative—is \$5,800.

Mr. E. K. U. Pukacz (Executive Director): Yes.

Mr. Singer: It certainly is not cumulative.

Hon. Mr. Bales: That is the final payment.

Mr. Lawlor: I am sorry, Mr. Minister, say it again.

Hon. Mr. Bales: Five thousand, eight hundred dollars. Now that isn't the total figure by any means. I will have to obtain that for you.

Mr. Lawlor: Okay.

Secondly, what did the Niagara inquiry cost?

Hon. Mr. Bales: The Niagara; \$33,100. There are some additional estimated expenditures that will fall into this fiscal year, and it is \$12,000 additional estimated.

Mr. Singer: I suppose the occasion hasn't arisen yet, but do you anticipate you will find any reluctance from some of the members of the bench in participating in royal commis-

sions in view of certain statutory enactments that were passed in the last session?

Hon. Mr. Bales: I wouldn't be a bit surprised.

Mr. Singer: You wouldn't be a bit surprised. Neither would I.

Mr. MacBeth: It may be a good thing.

Mr. Lawlor: In 1971 you estimated \$10,000 and spent \$82,000. In the last fiscal year you estimated \$210,000. How much did you spend of the \$210,000?

Hon. Mr. Bales: In royal commissions?

Mr. Lawlor: Yes.

Hon. Mr. Bales: In 1971 and 1972 it was overspent. It is often hard to gauge. The total spent was \$390,200.

Mr. Lawlor: And as Mr. Singer suggests, the \$50,000 for this year is a token matter? I mean, you are just putting that little aside just to have something in the kitty in case?

Hon. Mr. Bales: That's right, until we know the actual bills that come in.

Mr. Lawlor: Thank you very much, Mr. Minister.

Madam Chairman: Right. Does item 3 carry?

Item 3 agreed to.

Vote 1001, item 4, compensation to victims of crime.

Mr. Singer: On item 4, since we now have a gentleman who is well known and highly respected by all of us in charge of that, I wonder if it wouldn't be of some substantial interest if we had Mr. Wishart give us a little report about how he is enjoying his new job and what he is achieving and what he might like to achieve.

Hon. Mr. Bales: Well, he is very busy down there. I would say to you that I was anxious that we have this; that I will have the report for the Crime Compensation Board available for the members by tomorrow. I asked for it and we tried to get it. It is to the end of the last calendar year.

Mr. Singer: Well, the report would be helpful, but I would like to see Mr. Wishart come here. We've seen him in other capacities in years gone by and I'd think he'd be most frank with us about telling us—

Hon. Mr. Bales: Sure he would.

Mr. Singer: —what his views are as to how well this system is working, and he should know pretty well by now.

Hon. Mr. Bales: I think perhaps I could help with statistics or other information.

Mr. Singer: If you have some kind of a summary I would like to hear it, yes.

Hon. Mr. Bales: It really would be in response to questions, but we can also give you the summary of the number of cases, for example. What page is that on? For example, the number of applications—and this is to a degree forecasts, but it is holding up pretty well—he anticipates the number of cases coming in at about 50 a month and it has been holding at about that figure.

Starting really in 1969, because that is the first year of real operation, they received 72 cases. In 1970 it went up to 247. In 1971 it was 438. Up to April 30 of this year 176 had come in.

We have applications heard and dismissed. For example, applications heard—and I think, if I may, I'll confine it to 1970 and 1971, it's better. In 1970 it was 129; in 1971 they heard 204. Up to April 30 this year they heard 131. Applications heard and dismissed: In 1970 it was eight; in 1971, 12; this year up to April 30 it was 14.

Mr. Singer: So the dismissal ratio is quite low.

Hon. Mr. Bales: Yes. Applications heard and further evidence required—and then there is a clause for review of awards, as you know. We can go through it, if you would like.

The lump sum payments: In 1970 it was \$244,000; in 1971 it was \$370,000; up to April this year, \$132,000.

There are other periodic payment settlements, as you know. They are relatively small. In 1970 it was \$1,270; 1971, \$24,000; and this year, \$14,000.

The average award in 1969 was \$1,891. In 1970 it was \$2,020; in 1971 it was \$1,892; and the average for the four months of this year is just under \$1,200.

I would say to you, at the end of last year—and it was when Mr. Wishart came as chairman—there was a considerable backlog in the number of cases to be heard. He's been working very diligently at that and it has been going down, taking into account the very steady inflow of new applications.

At the present time Mr. Wishart is the chairman of the commission. There is provision for a full-time vice-chairman, but no appointment has been made. There are four part-time members who are available; those members at the present time are Fred Deacon; A. R. Wilmot, former chief judge; R. C. Rutherford; and V. K. McKeown. Mr. Deacon is the only one who is not legally trained.

Mr. Singer: What is the average time it takes to deal with one of these cases, from the time the application is first made until there is a hearing?

Hon. Mr. Bales: I can't answer that directly at the moment. There has to be a fair amount of investigation and we have to try to provide extra staff lately because the registrar and his group—it's a pretty small complement—have to get these cases ready and the investigation has to be made, and so on.

At the moment I think it's about three months—three, to four, to five months. But they are going to sit throughout the summer and I am hopeful that they would be relatively up to date by September.

Mr. Singer: Is it the practice that most applicants appear represented by counsel, or that they come on their own?

Hon. Mr. Bales: Most of them do not come represented.

Mr. Singer: I see. Does legal aid provide assistance for people appearing before this board if the circumstances warrant it?

Hon. Mr. Bales: Yes. And I may say to you the costs awarded are relatively minor.

Mr. Singer: I think this is one of the best pieces of legislation which I have seen, which has put Ontario ahead in the field of experimentation. I think this has worked reasonably well. But I do feel, Mr. Chairman, that, some two and a half or three years having gone by since it started, there might be some advantage in having a detailed look at how well it is functioning. That was really part of my thought about having Mr. Wishart here.

I don't think there is any point sending the Law Reform Commission in to look at it. But a man of Arthur Wishart's experience here, I think would be quite frank with us and say, "Yes, the legislation is adequate," or, "No, it is inadequate because of these reasons," or, "I have several thoughts of how it can be improved," and that sort of thing.

Hon. Mr. Bales: Mr. Wishart and I talked about this several times in our meetings and so on. He said, "I want a period of time to be working with it." He wants to wait until next fall. He wants to have a particular time then, when we can sit down and look at it and give his views as to how it is functioning, and the changes that we may need, and so on.

Mr. Singer: To some extent, I think it should be all our business, not just the Attorney General's business in private.

Hon. Mr. Bales: No, that is just through me to the Legislature. So I think it only reasonable that Mr. Wishart, having been the minister who brought the legislation through the Legislature, should have a period of time to assess it from a practical standpoint.

Mr. Singer: He has been there how long now?

Hon. Mr. Bales: He came on Jan. 1 of this year.

Mr. Singer: He has had six months.

Hon. Mr. Bales: Almost, yes. There was quite a backlog when he came and he has worked very hard. As a matter of fact, there are a few other statistics, since you have raised questions about counts and so on, if I can just deal with them. They have given me the figures for this year as to the number of cases he has heard each month. In January, there were 22 hearings. Seven were without counsel, 15 with counsel. In February the commission heard 37 cases, 12 without counsel, and 25 with; in March, 23 hearings, nine without counsel, 14 with; in April, 29 hearings, 17 without, 12 with counsel. In May the number stepped up to 42 hearings, 14 without counsel and 28 with counsel.

Madam Chairman: Any other member? Mr. MacBeth.

Mr. Lawlor: Madam Chairman—

Madam Chairman: Mr. MacBeth is ahead of you.

Mr. MacBeth: Madam Chairman, Mr. Singer referred to it as an interesting experiment in legislation. I agree. I think some of the public—and I have some doubts about it myself—have doubts when they see awards made from time to time to people who are authors, in part, of their own fate. In other words, they get themselves into situations that maybe a more discreet person would not get into. So, sometimes, partly by their own

action, they get some criminal action done to them which makes them eligible.

I know the tendency in society is today to try to protect everybody from bad luck, as it were. Yet in going out to help these people who, I say, sometimes are with some degree of fault on their own part, we are neglecting many people who have the same type of bad luck, but without any fault on their own part.

I heard one of these awards one day, which was one that was a little bit questionable. That same day I had a friend who had been playing ball with a child. The ball hit him in the eye and he temporarily lost the sight of his eye. Thank goodness; it has come back. I thought why should the one man who had got himself into the situation—and a somewhat shady situation—be paid out of the public purse, when the other person, in the best of circumstances, would not receive any money?

So, when society goes about trying to compensate for this, it is really getting into a new field that has limitless bounds. I say it's interesting, but maybe we will be carrying it further into other situations that are not protected by insurance. I would welcome a further report on it when Mr. Wishart is ready to go.

Madam Chairman: Thank you, Mr. MacBeth. Mr. Lawlor.

Mr. Lawlor: I have intrinsic faith in Mr. Wishart. There are several points I would like to make. I don't know if you consider it curious, Mr. Minister, as to the people involved. The first case where a person was granted a lump sum was of an American, suffering some injury while in Ontario; but if Ontario residents are outside the province, that is not covered in the legislation. I kind of wonder if some consideration should be given to that. I suppose the reason therefor is the nature of the machinery in other provinces.

In this legislation, on the other hand, it is not requisite for there either to be a prosecution or a conviction for the crime. The crime is determined in other ways, through police reports and through the evidence that is submitted to the tribunal. I would wonder if that could not be just as plenary given if the person was injured elsewhere as long as he is an Ontario resident. It's worth, I suggest, considering.

The second thing I want to mention is what is the maximum lump sum that is presently given under this legislation?

Hon. Mr. Bales: At the present time it is \$10,000.

Mr. Lawlor: It is \$10,000?

Hon. Mr. Bales: Yes, \$10,000 for the individual.

Mr. Lawlor: I notice on some of the claims set forth—the latest report I have, of course, is to December, 1970. Application No. 100-56 talks about a victim, reported missing, the body was found floating in the Veuve River. The death was due to strangulation, a result of homicide; offender unknown; award \$1,292 to applicant, wife of victim, covering arrears and continuing payments of \$76 a month. That is not rare in the résumé of various cases that were heard. How does that operate, the business of ongoing payments? Do they continue indefinitely? Are they lifetime payments?

Hon. Mr. Bales: It depends on the individual circumstances. I think Mr. Wishart tends to deal with it on a lump sum basis—

Mr. Lawlor: Most of them are.

Hon. Mr. Bales: —in his philosophy, rather than on a continuing payment basis. The continuing payment bases, as I understand it from him and appreciate it, are reviewed from time to time.

Mr. Lawlor: Some of them are fairly substantial. The footnote to No. 14 of that year represents arrears of monthly payments to a certain date, to continue at \$300 a month, effective Jan. 1, 1971. It would in no instance in any case exceed the \$10,000 limitation?

Hon. Mr. Bales: No.

Mr. Lawlor: Why would they give it by way of monthly payments, on an annuity basis?

Hon. Mr. Bales: I think in those cases where it was done it was felt that probably the person receiving it would obtain greater personal advantage by having the money paid on a monthly basis rather than having too much money all at one time.

Mr. Wishart's philosophy, though, is to deal with the matter and assess it and make the award.

Mr. Lawlor: I see.

Hon. Mr. Bales: In some cases, and it's in particular instances only, it's given on a monthly or a continued payment basis.

Mr. Lawlor: All right. There is a rule that the application must be submitted within one year from the date of the death or injury. That may be extended by discretion, but I wondered about that. Very often the offence out of which the injury arose may not have been determined, certainly not through all levels of appeal, within the period of one year. Ought it not be one year from the date on which it occurred, or within certain six months, say, of the time when it is determined that a crime has been committed?

Hon. Mr. Bales: I think that's why the provision is in there for extending the time. These claims should be brought before the commission, I think, as soon as possible so that you have the best evidence you can. If you extend it too long you are going to find that the applications are made at the end of the period rather than closer to the event. I think under the circumstances the period of time can be extended and is extended.

Mr. Lawlor: Yes, that is true, they can extend it.

Madam Chairman: Mr. Stokes?

Mr. Lawlor: I am not quite finished, Madam Chairman. One further point, and that was raised during the introductory statements. Would the minister care to give us his considered judgement with respect to this business about compensating people for wrongful convictions under any circumstances? I am suggesting to him that you should exclude acquittals, for instance, on the basis of insufficiency of evidence. That is the ground on which the case is dismissed.

That wouldn't be determinative of the guilt or innocence of the accused, but where it is conclusively proved by way of a certificate, say from the Attorney General's department on your own investigation, or by a judge trying a case, that he makes a statement of innocence in fact, ought that not to be sufficient grounds upon which to extend working possibly through the same tribunal, though when I hear the caseload it gives me a little pause, with respect to this extended jurisdiction in this regard? Would the minister care to make any statement on that at all?

Hon. Mr. Bales: No, at the moment I don't have any final views on the matter. I really haven't thought that much about it, but I will.

Mr. Lawlor: Just to pursue it a bit further, you are aware that many members of the bar, of some eminence—leaving aside just for the moment, as being conclusive in the

matter, the thoughts of my colleague, the member for High Park, Mr. Morton Shulman, who is very strong in the matter and made quite a lengthy presentation on this whole thing in the last estimates before this House.

Hon. Mr. Bales: But you know, Mr. Lawlor, it is really a fundamental principle that people are innocent until they are proved guilty.

Mr. Haggerty: But that is not the case in many instances.

Hon. Mr. Bales: It is a very fundamental principle. The weight of evidence has to be on their guilt.

Mr. Lawlor: But when the case is dismissed or withdrawn, or any other thing happens to it, or even if an acquittal is granted, it doesn't in any way mean that they are not guilty, in a moral sense. That is just the problem that complicates this whole issue, but I am saying to you it is not just a question of a presumption of innocence but a determination of innocence in fact. In other words, if it is determined it was somebody else; somebody else shows up subsequently and says "I did the thing" and they investigate and they find that is so. And this happens—not very often but sufficiently often—

Hon. Mr. Bales: Very infrequently.

Mr. Lawlor: —and these poor devils are left derelict. It seems to me that it is quite possible for you to make a determination of innocence in fact. I was going to say, you know, Mr. Arthur Maloney, who is famous on other accounts, with capital punishment, and Peter Corey, have made representations on it. Quite a number of members of the bar think this is a hiatus in our law and that it ought to be rectified.

I won't press the minister any further on it today. I would ask him to give it good consideration, that is all. It seems to me an area which can be worked out and where grave injustices can be rectified. And if that is possible within the domain of your department well, set about it, that is your job.

Madam Chairman: Mr. Stokes.

Mr. J. E. Stokes (Thunder Bay): Madam Chairman, and Mr. Minister this is something that I know extremely little about. I have only had one case myself.

By way of a question, does the commission hold hearings other than in Toronto?

Would it be possible for somebody to make an application and have the case heard in Thunder Bay? If they made application, would it be necessary for them to travel at their own expense down here to hold a hearing? The third part of my question: Is there any provision for assisting anyone who is injured financially as a result of a crime?

I'm thinking of a widow who was robbed of almost anything of value. Because of sickness she was away from her home, and her home was burglarized. Things she had accumulated over an entire lifetime were taken by vandals. They were extremely young. There was no recourse that she had for restitution, or anything like that. I wrote about the case to Mr. Wilson, I believe it was, and he said: "No, this isn't within the terms of reference." It's a material loss rather than—

Hon. Mr. Bales: It's crimes of violence.

Mr. Stokes: Pardon?

Hon. Mr. Bales: It's compensation for crimes of violence.

Mr. Stokes: Of violence? There's no avenue of—

Hon. Mr. Bales: They pay some incidental expenses; sometimes funeral, etc. But at the present time, in reference to your first part, Mr. Wishart has not been travelling or hearing cases other than in Toronto; because there has been a substantial backlog. But I think in due course, once he can overcome that backlog, that he will make it a practice to have hearings in various parts of the province—

Mr. Stokes: Well, what percentage—

Hon. Mr. Bales: —and I will encourage him to do so.

Mr. Stokes: Well, what percentage of the hearings that you have to date have involved people living around Metro Toronto, as opposed to those from places from outside of Metro?

Hon. Mr. Bales: Well, now, I have a list of places here and I can go into it.

For example, of a total of 438, Toronto has had 192; Windsor, 27; Sudbury, 15; St. Catharines, 12; Hamilton, 12; Ottawa, 10; London, 10; Kingston, 9; and the rest are all a lesser number of cases.

I'm looking for Thunder Bay and it must be a peaceful area; I can hardly find it. Oh yes, Thunder Bay has had six out of 438.

Mr. Stokes: So those people would be required to come down to Toronto at their own expense—

Hon. Mr. Bales: Yes.

Mr. Stokes: —in order to have their cases heard?

Hon. Mr. Bales: They come down, but I believe they have had expenses.

Mr. Stokes: They have been awarded expenses?

Hon. Mr. Bales: Yes.

Mr. Stokes: Whether they were successful or not?

Hon. Mr. Bales: I can't answer that, but I would presume so.

Mr. Stokes: But you do intend to expand it?

Hon. Mr. Bales: I would encourage Mr. Wishart and the commission to hear cases about the province, as needed.

Mr. Stokes: Yes.

Hon. Mr. Bales: But sometimes it may be more expeditious to bring them here.

Mr. Stokes: Okay! Fine!

Mr. Singer: I should know this, but does the statute require that the quorum be one or more? Can he sit by himself? Or does he have to—

Hon. Mr. Bales: Yes. One can hear it, and then they appeal it. If it's laymen only, then the award has to be referred to the Attorney General.

Mr. Singer: So that you are—

Hon. Mr. Bales: That's right. Referred not to me, but to the full board for confirmation.

Mr. Singer: What about the review procedure? Does Mr. Wishart preside over the review body that is reviewing his decision?

Hon. Mr. Bales: No, the person who sits on the award doesn't review the case. Mr. Wishart has been sitting on most of them, I would say to you at this time.

Mr. Singer: Yes, and who reviews Mr. Wishart's cases, if any need to be reviewed?

Hon. Mr. Bales: The other members.

Mr. Singer: The other members. Is there a prohibition in the statute to that effect?

Hon. Mr. Bales: I haven't got the statute before me, but Mr. Callaghan says there is. He refers to section 10 of the Act.

Mr. Singer: What does that say?

Mr. Callaghan: I don't have it with me, but it provides that the decision of a single member, on request, will be reviewed by two other members of the board and he won't sit on that review. Then there's a review by the court on questions of law.

Madam Chairman: Thank you. Is item 4 carried?

Some hon. members: Carried.

Madam Chairman: Vote 1001, item 5, contribution to legal aid fund. Questions of the minister?

Mr. Singer: That's a rather large one, Madam Chairman, and I would suggest that perhaps this might be an appropriate time to adjourn. There will be a lot of questions about legal aid. I move we adjourn.

Madam Chairman: Carried?

Hon. Mr. Bales: Madam Chairman, I understand we are not sitting tonight?

Madam Chairman: No.

Hon. Mr. Bales: When do we meet again?

Madam Chairman: We resume tomorrow afternoon.

The committee adjourned at 5:58 o'clock, p.m.

CONTENTS

Wednesday, June 21, 1972

Law officer of the Crown programme	S-1435
Adjournment	S-1468



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Attorney General

Chairman: Mrs. M. Scrivener

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Thursday, June 22, 1972

Afternoon Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, JUNE 22, 1972

The committee met at 3:45 o'clock, p.m., in committee room No. 1; Mrs. M. Scrivener in the chair.

ESTIMATES, MINISTRY OF ATTORNEY GENERAL

(continued)

On vote 1001:

Madam Chairman: Mr. Minister and gentlemen, the meeting will come to order. The substitutions I have today are Mr. Germa for Mr. Martel; Mr. Lawlor for Mr. Stokes; Mr. Singer for Mr. Worton. Mr. Cassidy, I understand, is not permitted to sit in this committee as of today.

We are on page 102, vote 1001, item 5, and my first speaker is Mr. Germa. I am sorry, Mr. Duksza.

Mr. J. Duksza (Parkdale): Madam Chairman, I must beg indulgence for the way I shall present my opinions and questions. It will be necessary for me to speak generally at first, and lengthily, before in fact I can direct some questions or at least one major question to the minister in respect to the whole concept of the Ontario Legal Aid Plan.

I have most serious qualms about the Ontario Legal Aid Plan. I have been exposed to a different way of delivering legal services in my own riding which is part of a catchment area of the Parkdale Community Legal Services. Of Parkdale Community Legal Services I can speak only in hosannas of praise, though they may, in fact, damage them permanently. They do simply an incredibly good job.

The other motif of my remarks will be my concern that the "superprofessionalization" syndrome that both my profession—the medical—and the legal suffer from. The syndrome leads finally to a professional that becomes, so to speak, a law unto itself.

The Ontario Legal Aid Plan, in my opinion, has been a failure. Despite the expenditure of over \$40 million in the five years since its inception, the plan has not come close to

meeting its responsibility to "make legal services available to all those citizens who demonstrate their need." This comes from the 1971 annual report of the Ontario Legal Aid Plan, page 4.

It is an unhappy but true fact that the plan is not reaching the people who need it most, which is the low-income people, particularly in urban areas, who do not have access to other legal services. The great majority of the legal problems of these people are not covered by legal aid, either because they are not covered by the plan or, if covered, they are in the discretion of the area director who too often exercises his discretion against the granting of legal aid certificates for such problems or because of administrative procedures which a prospective client is required to complete in order to obtain a legal aid certificate. For example, we can take the case of a tenant whose landlord cuts off his heat or electricity; he does not have three weeks to waste in applying for and obtaining a certificate and then endeavouring to obtain a lawyer who will do an application to come to court to have the heat turned on.

As the Law Society Act of 1970 grants the complete control of the delivery of legal services to the Law Society of Upper Canada, this monopoly poses a duty on the profession to ensure that every person who is in need of legal services has ready access to such services at an affordable cost. The legal profession has attempted to meet this obligation through the Ontario Legal Aid Plan, but that plan is based on the premise that the fee-for-service approach can fulfil the total demand for services.

Such is not the case and in order for any legal aid plan to fulfil the demand for legal services, it must first understand that poor people are not the same as rich people without money. Only when there is this understanding on the part of those responsible for legal aid in this province can a system be devised which is efficient, not only from the point of view of expenditure of public resources, but also from the point of view of the quality and quantity of services provided.

That the Legal Aid Plan does not understand this special problem of low-income people is evident from the following:

1. The plan is litigation-oriented and especially concerned with litigation in the higher courts. I think section 12 of the Legal Aid Act sets out the only areas in which a certificate must be granted, if a person qualifies financially, and that section deals exclusively with proceedings, or proposed proceedings, in the higher courts of the province, and the Exchequer Court of Canada, courts which low-income people seldom, if ever, are likely to come into contact with.

Section 13 covers a few areas in which low-income people are likely to come into contact with the law, including summary conviction criminal offences, juvenile and family court matters, small claims court matters and legal advice.

In all of these areas the issuance of a certificate is subject to the discretion of the area director and, too often, especially in the county of York, the discretion of the area director has been exercised against the issuance of a certificate.

The fact that the plan is crisis-oriented is also shown by the fact that, as late as 1970-1971, 90 per cent of its cases involved litigation, while only 2.6 per cent of its cases involved legal advice. The record was slightly better in 1971-1972, partially as the result of the establishment of legal aid clinics for the purpose of rendering advice in some metropolitan areas, particularly in the city of Toronto. However, the fact that these clinics operate, usually, only one night a week, for one or two hours, and the fact that they are limited to giving very rudimentary legal advice, renders them of minimal value again.

Also, appendix (f) to the 1971 annual report of the Ontario Legal Aid Plan shows almost all the resources of the plan were devoted to criminal and divorce cases. Too many of the problems of low-income people, like welfare, unemployment insurance, Workmen's Compensation, which involve dealing with government bureaucracies at the lower levels and which require the assistance of a lawyer, are not covered at all by the Ontario Legal Aid Plan.

2. The plan is physically inaccessible to low-income people. The only office in the city of Toronto is located on Richmond St. in downtown Toronto, and that is open only until 4:30 p.m., five days a week.

In order to obtain a legal aid certificate, an applicant must attend at that office, often at

great inconvenience and expense, fill out an application, be interviewed and assessed, and wait at least two weeks for a certificate. Then, if he or she is successful, and does not have to put into effect appeal procedure, the applicant must embark on the rather impossible task of finding a lawyer without any assistance from the plan itself beyond the provision of a list including almost all of the lawyers in Toronto, for which the applicant, probably with no knowledge of who the lawyers are, or what areas of law they practise, must select the so-called lawyer of their choice.

There is one exception to this. I must mention that when I did work in the Queen St. Mental Health Centre, the Legal Aid Plan there did allow for a visit from a lawyer to the hospital. Anyone who was in that hospital could, in fact, consult much more easily on their problems if they had any problems with the law. That was one major and very good exception.

Not only is the legal aid office itself inaccessible, but the great majority of the lawyers in the city of Toronto are located in the downtown core. So, even if the applicant has been able to obtain the services of a lawyer, it is likely that he or she will be required, once again, to make the long and often expensive trek downtown to consult that lawyer.

The legal aid advice offices, which were previously mentioned, are of limited assistance in this regard, because none of them at this time is empowered to grant legal aid certificates but can only refer clients to the Richmond St. offices.

This situation is not restricted to Toronto alone. In the rural areas, applicants for legal aid are often required to travel 30 miles or more to attend the one office in which they can make an application for a certificate.

3. Perhaps most important of all, the Ontario Legal Aid Plan is psychologically inaccessible to low-income people. Poor people distrust lawyers. To the poor person a lawyer is a highly sophisticated, smooth talking professional. I think the same applies in my own profession, in which so many of the younger people from the poorer classes distrust the psychiatrist as a member of the establishment and prefer to turn to someone who is a non-professional when they search for help—it is the same syndrome.

When this is combined with the fact that the lawyer often acts and talks in a manner which a poor person cannot understand, it

becomes obvious why such a lack of trust exists.

By using the conventional people service approach the Ontario Legal Aid Plan reinforces a poor person's perception of the lawyer and it therefore maintains the resulting distrust. Poor people fear the law itself, and due to abrasive interactions with the law, a lack of understanding the law, and a perception that the law is unfair and unjust, the poor person is reluctant to utilize the service which might perpetuate his frustrations. In fact the law itself is often the cause as much as the solution to the problem.

In the areas which especially affect low-income people — landlord-tenant, debtor-creditor, welfare, unemployment insurance, and so on—the law is often loaded against low-income persons, and provides the person with whom he is dealing with an additional tool for harassment. Despite his fears, the Ontario Legal Aid Plan requires the low-income person to obtain legal services from lawyers who are not only untrained in the areas of law involved, but are likely to spend the bulk of their time representing, at least in civil cases, the class of persons from whom the applicant is seeking redress.

Additionally, the location, the physical layout of traditional legal offices, reflects the interests and the tastes of the lawyer's usual clientele and is often completely foreign to the low-income person who feels not only uncomfortable but sometimes threatened by it. For this reason alone many low-income people refrain—

Mr. V. M. Singer (Downsview): You should come and see my office once in a while.

Mr. Duksza: I will.

Mr. Singer: It isn't quite laid out like that.

Mr. Duksza: —for this reason alone many low-income people refrain from utilizing the services of the Ontario Legal Aid Plan—I shall send some to you, Mr. Singer—and those who do are almost unanimously critical of this aspect of it. The failure of the Ontario Legal Aid Plan has created a large area of unmet need.

That is really what I am speaking on—In the provision of legal services a large number of people who cannot obtain legal services from their own resources cannot obtain them from legal aid.

To use again a metaphor from my own

field, most of our statistical studies show that there is much more so-called mental illness in the area than is in fact shown by statistics of large hospitals or departments of psychiatry. In fact we have to go out and help the people who are not prepared or able to go after it themselves. This I think operates in both cases.

This has been, I think, amply illustrated in the experience of Parkdale Community Legal Services which opened in my riding on Sept. 1, 1971. This office was established by Osgoode Hall Law School with the assistance of grants from the federal Department of Health and Welfare and the Council on Legal Education for Professional Responsibility, which is an affiliate of the Ford Foundation in the United States. It is a pilot project—the first community legal services office to open in the Province of Ontario. It is endeavouring to define and meet this "unmet need."

From the beginning this office has operated on the basis of referring clients who can afford a lawyer to other lawyers, and clients who qualify for legal aid to the Ontario Legal Aid Plan. The office handled 1,313 cases between Sept. 1, 1971, and June 12, 1972. I think I should repeat this: they never accept people who in fact can get a lawyer or who qualify for legal aid. They deal only with people who do not qualify, and out of this group they have dealt with 1,313 people.

Only a very small number of those cases were those in which the client might have been able to obtain a legal aid certificate. I won't go over the whole breakdown of their work but it does include things like traffic cases. A number of cases handled dealt with liquor control, landlord and tenant, personal injury, automobile accidents, welfare, and so on. I have a whole list of the things they have dealt with very effectively.

In addition, the Ontario Legal Aid Plan, by virtue of its procedure and approach to deliver legal services, requires a large and often cumbersome administrative framework. The administrative costs of such a framework lead to high overhead costs. In the year ended March 31, 1971, the administrative expenses of Ontario Legal Aid Plan amounted to \$1,975,546.77, or about 20 per cent of the total expenditure of over \$10 million.

It seems to me that the time has come for the legal profession and the Ontario government to take a close look at the Ontario Legal Aid Plan and the premises on which

it is based. There are ample precedents for other approaches. The Quebec government is enacting a legal aid plan which reflects an understanding of the needs and interests of low-income people. It differs from the Ontario plan in two basic and very important ways.

The Quebec plan is administered not by the legal profession, as is the case in Ontario, but by a body called the Legal Services Commission. This consists of 10 members, chosen from those groups of persons who, because of their activities, are specially qualified to contribute to the study and solution of the legal problems. They are people who have some knowledge of the needs and interests of low-income people, and are in some way responsive to those needs; thus hopefully avoiding the situation in Ontario where it sometimes appears that the administrators of the plan are more responsive to the needs of the legal profession than of those the plan is purposely designed to serve.

A second significant difference about the Quebec plan is that it adopts the community legal services concept as a basis for the delivery of legal services. The judicare or fee-for-service basis to which the Ontario legal profession and the Ontario government are presently wedded is merely a back-up in the Quebec plan. Legal aid services under the Quebec plan are to be provided by legal aid corporations which are to be run by boards of directors, of whose members one-third are to be chosen from members of the bar of the province, or of the board of notaries of the province, or from law professors of the university establishments of the province, and one-third from among the persons residing in the region—that is really a major departure—locality, or part of locality served by such a corporation. The other one-third is deliberately left open.

In other words, the Quebec Act anticipates a situation in which the residents of the community have a substantial, if not a majority, say in the provision of legal services in their area.

I am going purposely step by step because the questions I think are inherent maybe in the conceptual questioning of the minister of the ideas he has, so there is no definite question arising while I am speaking, but there will be one massive question at the end which you can answer.

Now, the concept of community participation—

Mr. P. D. Lawlor (Lakeshore): How many on the legal services commission? How many people?

Mr. Duksza: Ten. The concept of community participation, let alone community control, is something that does not even appear to have been considered by the Ontario authority. At all levels of administration there is only token participation by anyone other than the legal profession. Considering this absence of community participation, and considering the fact that the majority of lawyers have no concept of the problems of low-income people, it is no wonder that the Ontario Legal Aid Plan has failed as dismally as it has.

If the Ontario Legal Aid Plan is to overcome its deficiencies, serious consideration must be given to the establishment and funding of community legal services offices throughout the province and especially in the urban areas of the province.

Community legal services offices have the following advantages:

A community legal services office, such as Parkdale Community Legal Services, can be conveniently located within the community and can adjust its working hours to the needs of its client community. For example, Parkdale Community Legal Services is open from 9 a.m. to 9 p.m., Monday to Friday; from 10 a.m. to 2 p.m. on Saturday; and has an emergency call system. It is really very effective because when I run my action centre at night and there is a need for instant legal advice, they do offer it until 9 p.m. All one needs to do is pick up the phone and call them. Such an approach makes a community legal services office physically and psychologically more accessible to the community it serves.

The second point is its approachability. In order to overcome many of the difficulties which the present Ontario Legal Aid Plan has incurred, it is necessary to make the system of delivering legal services more approachable by the people who utilize the service. It's like having a drop-in centre for people who have drug problems.

This can be achieved by locating a legal office conspicuously within the community and by adopting an architectural design which allows the clients to openly perceive the action within the office and which encourages the client to enter the office for assistance. In other words, a community legal service office is adopted to meet the needs of the clientele

in the same way as a traditional law office is adopted to meet the needs of its clientele.

Also, in order for a lawyer to act for a poor person, it is necessary for him to shed his professionalism, and be prepared to be judged by the community and client as a human being. By being appreciated for his personal values as well as his professional skills, the lawyer becomes more approachable by the community. Due to the unique characteristics which a community legal service office has, it is better equipped to carry out the preceding conditions that are necessary to make the delivery of legal services to the poor more approachable.

The third point is there will be an increased understanding and knowledge of the law. Since the Ontario Legal Aid Plan is basically crisis-orientated, it is necessary to develop a method of delivering legal advice to the indigent client. This can be achieved in a number of ways.

Parkdale Community Legal Services has used legal education programmes, advice to clients upon request, and group consultation. Such an approach increases the people's understanding and knowledge of their rights and obligations under the law. In achieving this objective, a community legal services office is much less cumbersome and is more efficient than a fee-for-service programme.

A fourth advantage is expertise. A community legal services office leads to the development of expertise with respect to specific areas of the law which are particularly pertinent to low-income people, for example, the Landlord and Tenant Act, welfare, law, unemployment insurance and the Consumer Protection Act. Due to the complexities and the need for clarity in law, many law firms will have lawyers who specialize. There is no reason why this should not also be done with respect to those laws which affect the poor. Since the Ontario Legal Aid Plan utilizes lawyers who have no experience in this area, and since this area of law has not received the attention of the legal profession which it deserves, the only way in which these laws can be effectively developed is if a group of experts is created.

The required legal expertise can best be obtained by the use of community legal services offices where the lawyer can specialize and where the office staff can take a comprehensive approach to the problems of the community. This is what McMaster University has been doing with its medical students. Instead of keeping them in the highly specialized general hospitals, it has sent them to the

community clinics and has assigned them, for example, to general practitioners. This enables a student to learn more about what really bothers people, instead of concentrating on esoterica.

Parkdale Community Legal Services has its own social worker, for example, who has been involved in case work, family assessment, court appearances and client-community liaison work. This, I think, allows for the interface problem which can occur when a client comes to see a lawyer.

An element of expertise can also be established within the community through the training of lay advocates in the community legal services office. By training lay advocates to perform legal tasks which do not require a lawyer, a community legal services office helps to create an element of self-sufficiency and independence within the community. Again, this is sort of equivalent to what has been going on in the field of medicine in which paraprofessionals are being trained to deal with what has until recently been dealt with only by a professional.

Point five is that it acts as an agent for reform. The legal profession has always prided itself as being involved in the reform of our laws. Unfortunately, such involvement has been restricted to reforming those laws which are aimed at different segments of the society than the low-income people. By following the ad hoc approach of a fee-for-service programme, lawyers under the Ontario Legal Aid Plan cannot acquire the perspective that is necessary to be skilled advocates in the reform of the laws which are pertinent to the indigent client. In contrast, a community legal services office, by virtue of its intimate knowledge of the community, develops a greater awareness of how the administration of justice affects the low-income citizen. A community legal service office is, therefore, better equipped to assist in the writing of briefs and the delivery of oral representations advocating changes within the law.

Point six is accountability. The method of delivering legal services to a community must reflect and be responsible to the particular needs of that community. The Ontario Legal Aid Plan suffers from being a plan developed by and administered for the legal profession.

Although the plan allows for non-lawyers on its area committees, their representation tends to be mere tokenism since the non-lawyers are from the same social and economic background as the legal profession.

The poor in Ontario have had no say whatever in the type of legal service which they require and deserve. If it is to really meet the needs of low-income people, the Ontario Legal Aid Plan should follow the precedent set in Quebec and provide for substantial and effective community representation of all levels of the provision of legal aid services. Such involvement allows the low-income person to develop a new perception of his role and thereby lessen his dependency on agencies. In considering the importance of community participation, it should be remembered that:

Though participation of the poor can be justified on a variety of grounds, none is more compelling than the assumption that such participation contributes to the reduction of poverty.

Mr. Singer: I wonder if I could ask the hon. member a question? Insofar as the Quebec plan that you are talking about is concerned, did I understand you correctly that it has just been enacted and it hasn't started yet, or has it been in operation?

Mr. Duksza: No, it is not in operation fully at the moment.

Mr. Singer: It is not in operation.

Mr. Duksza: Point number seven is the community adviser. All lawyers pride themselves on developing an ongoing relationship with their clients. A judicare system precludes any such long-term rapport being developed between the lawyer and his client. The client is defended on a criminal charge, a divorce is obtained and the relationship is terminated. The community lawyer becomes an adviser to tenants' associations, single parents' associations, local initiatives programme projects and assists them as a solicitor would in the development of a corporation. The community legal service has been a very interesting development, in fact, in which they have assumed this role. It is quite unique.

The lawyer's role in the low-income community is to bring creative and thorough legal research to bear on the problems of poverty. These are the problems that lawyers have evaded in Canada. They have not brought legal analysis to bear on the problems of community development corporations, but rather on condominiums. Nor have they been as concerned with public housing as with television licensing.

Point number eight is community development. The poor person suffers more than

any other citizen from a sense of loneliness and alienation. The poor community generally has few organizations and is typified by a sense of resignation on the part of the citizen and community alike.

The lawyer must go behind the case approach in dealing with the problems of a low-income community and assist in the developing of organizations which begin to tackle the more fundamental social problems prevalent within the community.

Point number nine is the fact salaried lawyers have more control of their time. Under a fee-for-service programme the lawyers are paid on an hourly basis for work performed, whereas in a community legal services office the lawyers receive a set salary. A full-time salaried lawyer has the opportunity to become deeply involved in litigation that would be precluded under a fee-for-services programme due to prohibitive cost.

In the area of poverty law, it is often necessary to spend extra time and effort due to the present inadequate state of the law.

Point No. 10 is the legal profession—and I'm almost at the end. The community legal services model brings about a reassessment of many of the fundamental principles of a profession or professions. Professional conduct rules must be re-examined, as well as principles of the independence of the profession. The role of lawyers in the contemporary society is re-examined by changing the position of the lawyer within the society. The community lawyer must define his role as an agent of change and soon realizes that fundamental change must first be commenced within his own profession.

I find it very curious that the same sort of approach, which I am presenting here on behalf of a particular minority within the legal profession, also applies very strongly for a particular minority in the context of my own profession, which is the medical profession. I could almost exchange the words and the ideas people have been using as a means of forcing a particular change on the profession. There are certain equivalents between the two professions.

And my involvement with Parkdale Community Legal Services has led me to perceive that there is a concordance between the ideas of social psychiatry and its approach to the poor people, and the approach in terms of legal services for poor people.

The concept of the community legal services office is not as radical as it first appears.

Many traditional law offices are, in their own way, community legal services offices. They are located in downtown urban legal areas where their business clientele is located. The lawyers in the firm specialize in the areas of law which their clients most often come in contact with—corporation law, taxation, mining, etc. Their offices are designed to make their clients comfortable and at ease. They provide extra-legal services to their clientele, advising them as to business matters, family matters, etc.

The lawyers in this firm live the same lifestyle as their clients. They live in the same areas, drive the same type of cars and are members of the same clubs. It is their very effectiveness at representing their chosen clientele that makes them, in so many ways, so ineffective in dealing with the problems of low-income people.

If the low-income people of the Province of Ontario are really to have the same quality of legal services provided to them through the Ontario Legal Aid Plan, they must receive the same broad range of services as a traditional lawyer offers his clientele. They must be provided with the services of lawyers who understand and have some sympathy with their problems, and are prepared to fight their battles with the same vigour and with the same expertise as the traditional lawyer provides to his clientele. There's no doubt that the Ontario Legal Aid Plan, in its present form, cannot do this.

While community legal services offices are still very much a new concept, not only in this province but elsewhere, their experience has shown that they can go, and have gone, a long way towards meeting these needs.

The law is becoming an ever-increasing force in people's lives. As a result, very few people can escape the need for legal services at some time in their lives. This need is especially acute for low-income people. It is a need that the legal profession is meeting for those with money. It is a need that it is almost completely failing to meet for those without money.

If it is to meet these needs, the legal profession and the government can no longer be satisfied with minor tinkering with the present plan. The time has come for a long and hard look at the Ontario Legal Aid Plan and its basic assumption, if the province is to meet its responsibilities in this very important area to its low-income citizens.

I'm finishing here, but the only thing I wanted to add is that I've worked on this with people who have been involved in the

field. It has become somewhat of an interest to me. I'm also aware that in its details, when it comes to dealing with points such as the question Mr. Singer asked me about the Quebec Act, I don't have enough expertise or knowledge to answer it; except in its very broad conceptual basis. Perhaps for the more detailed knowledge of the Act, except on its conceptual basis, we will probably have to go to an expert who knows something about the Quebec law.

All I did try to define about the Quebec law was to give the flavour and the thrust of it and to contrast it with the way we operate here.

Madam Chairman: Thank you, Mr. Dukszta. Mr. Minister, do you want to comment?

Hon. D. A. Bales (Attorney General): Just carry on.

Madam Chairman: Right. My next speaker then is Mr. Singer.

Mr. Singer: I would like for us to have the reply that comes from the minister, Madam Chairman.

Mr. Dukszta: I was hoping that the minister—

Mr. Singer: Yes, and then I will have a few words to say on that. I have certain opinions I want to present.

Hon. Mr. Bales: Mr. Dukszta has given us his philosophy and the philosophy of others in reference to legal aid. That isn't a philosophy that I share.

In my view legal aid was set up in the beginning—and I think the basic principles were right—to provide legal assistance to those who couldn't properly and readily attain it, and that is being done. We are not dealing in just money alone, but as you know a very considerable amount is made available through the government for that service. You must also note that there is a substantial contribution made by the legal profession themselves through their—

Mr. A. J. Roy (Ottawa East): That can't be overly emphasized.

Hon. Mr. Bales: —through their reduction of 25 per cent of the approved fee schedule. Now that is—

Mr. Singer: And the approved fee schedule is very low, I will tell you.

Mr. Roy: The doctors wouldn't have taken that sort of thing.

Hon. Mr. Bales: Yes, there should be legal assistance provided in all cases where it is required. With respect to what you are suggesting—in your example of the Parkdale situation—that they should go out and seek areas where they can provide legal services, or suggest in various areas that perhaps they need it.

Mr. Duksza: May I correct the minister? They don't go out into the community and interview people and say, "Do you need a lawyer?" People come to them with their problems, because the place is there. They come and tell them and that's how they discover the unmet need. It is not quite the same way as going and finding the cases yourself.

Hon. Mr. Bales: But just looking at the Parkdale experiment, for example: It is operated by three full-time lawyers who are really on the staff of the university. Their job, from the university standpoint, is to serve in that particular area, and the ones who assist them are the students in the university. They are receiving a grant from the federal government for that work and, I presume, some assistance through the province because of their university salaries and so on, but just leave that as the basis. They are doing it, and they are probably carrying on a work that is quite satisfactory.

But I think we have to look at the fact that the Law Society, which is the body that is charged with responsibility for operating legal aid in this province, has also been carrying out research as to the satisfactory performance of legal aid as it is today. We are not looking at legal aid and saying that it should never change. The Law Society has the overall responsibility in that regard. Starting in 1969 and continuing through—

Mr. Duksza: But I wasn't questioning this—

Hon. Mr. Bales: —the Law Society has various people who have been looking at legal aid, the role it has played, the need that it is meeting and whether it is meeting it satisfactorily.

Just let's look a little bit at what they have done. In June, 1970, there was a question of student legal aid societies and the legal aid committee reviewed the service community legal services provide. Then they set up a study under Professor Borins, but that did not proceed because Professor Borins advised them that he couldn't undertake it. But in January, 1971, Mr. Cornish

was authorized to prepare a report in reference to legal aid and Mr. Cornish had a substantial amount of experience as a director in this area.

Then, in the Ottawa area, the committee authorized the area director to undertake a pilot project involving the use of civil duty counsel and that was a fairly successful project. Now, it has been authorized to continue and there were six further community legal aid centres established, both last summer and last fall, in various places. They are continuing that work this summer and some assistance is given through the legal aid to do that work.

Mr. Duksza: But, as you know, Mr. Minister, there have been some difficulties between the Parkdale Community Legal Services and the Law Society which I think, at the moment, have been resolved temporarily.

Hon. Mr. Bales: In any new project you are bound to get—not misunderstandings perhaps but they have to look at the role that they are playing, and so forth.

Mr. Duksza: That is maybe where the role of the government surely comes in, that should it be left only to the professional body to run something as important as that? Shall we always depend only on the profession to provide the service? Surely, there is a place for some kind of a centralization in the government to provide some of the services? I question this sincerely.

Hon. Mr. Bales: A week or so ago I met with the legal aid committee of the Law Society one morning. Starting last November, Mr. Lyle Fairbairn, who is a solicitor, was appointed as assistant provincial director and he has been carrying out a study which is due to be completed fairly shortly and I think we should just look at what he has been charged to do and look at it. First of all, he is to review and monitor all the Ontario law school-sponsored community legal services clinics—and that includes the Parkdale one—and to review the federally funded student projects operating during last summer.

There is to be an analysis of data from community legal aid centres in Toronto, Ottawa, Hamilton, Brantford, Bracebridge, Kenora, as well as some voluntary clinical activities in other centres. There is to be a study of the US legal services programme, taking into account its function, its mandate, and its administration, and so forth. There is to be a review of certain English community legal services and in that regard, the director

of the British system is coming here in September of this year to give advice and counsel on their system.

Mr. Duksza: But you are offering an *apologia pro sua vita* of the law society. That's not what—

Hon. Mr. Bales: No, we are telling you what is being done. You see, what you are suggesting is that we should accept without any question what Parkdale is doing and impose it.

Mr. Duksza: What I am suggesting is not necessarily that you should accept it. You have already stated in fact, that you have an operative point of view intellectually and ideologically different. What I am suggesting is that there is an immense need which happens to have been met by the Parkdale Community Legal Services and which I think the government must, in fact, be concerned with, which is the legal or other needs of the poor or low-income people of the city of Toronto or the Province of Ontario.

Hon. Mr. Bales: I think they are assessing the needs of the people in various places in the province. They vary, you know. Parkdale is one experiment. It is being looked at to see how well it is doing.

You mentioned, also, in reference to Quebec, for example, that they take into account the public there. Under the present Ontario legislation there are area committees. The majority of their members are lawyers, but also on those area committees are persons who are not members of the Law Society. They should be selected to represent the communities served by those areas. I think that it is very important that they be on there.

Mr. Duksza: That's what Quebec is doing. It's something which I am extremely keen on personally—all those matters. I was very interested whether you yourself approve of this approach, that—

Hon. Mr. Bales: Of the public being involved?

Mr. Duksza: —more and more one is finding it necessary to represent the majority—

Hon. Mr. Bales: I think it is important that the public input be there in all of those areas. Bear in mind that seven of the area directors are non-legal people.

Mr. Duksza: That I find very admirable. In a sense, it is almost the very argument I was making—that they should be non-legal.

Hon. Mr. Bales: Yes, but the way the system is set up it is a legal system. I think the lawyers should be there—they are contributing a great deal to it—and not just because of the contribution they are making but because of the fact that they are providing that legal service. Surely they have a better understanding of it!

Mr. Duksza: They have a technical understanding. It's like a physician has a technical understanding of the disease. The control over the patient should be always in the patient's hands. In the same way, the control over the delivery of legal services should be outside the control of the lawyer but in the hands of the client.

Hon. Mr. Bales: It's a matter of view, isn't it?

Mr. Duksza: It is, of course.

Madam Chairman: Mr. Singer.

Mr. Singer: Yes, Madam Chairman. I listened with very substantial interest to the remarks of the hon. member. While some of the criticism directed to legal aid, I think, has validity I take some substantial exception to the blanket condemnation of the plan and the blanket condemnation of the legal profession.

The plan is far from perfect. It is comparatively new and to my mind it has been providing a very important and substantial service to many people in Ontario who heretofore would not have been able to have obtained that service. I do in my own office and it's a small office. It isn't one of those grandiose offices that the member was describing which specializes only in condominiums and TV licences. In fact, I have never registered a condominium development nor appeared before the federal transport board to get a TV licence.

Mr. Lawlor: You wouldn't mind, though?

Mr. Singer: I wouldn't mind. If somebody thought my services were useful in this regard, I wouldn't mind having a go.

Interjection by an hon. member.

Mr. Singer: The two most important cases that I have had in the last month or six weeks both involved legal aid; both involved dealing with people who, without legal aid, probably would not have received the results nor the protection that they eventually got. It is a most useful service that just didn't exist in this province 10 years ago.

When I added up my hours in preparing the bill and recognized what I could have properly charged to a client who could have afforded it, and was not able to charge under the legal aid tariff, I shuddered more than just a little bit. Because insofar as financial return is concerned—let us be very frank about this—the lawyer who embarks on a substantial number of legal aid matters or who embarks on a few legal aid matters of substantial importance, does not get rich by any means. He's lucky if he pays his overhead on it.

Mr. R. Haggerty (Welland South): There are some who abuse it, though.

Mr. Singer: There have been some who abuse it. There is one gentleman before the courts now on 19 charges of having defrauded the legal aid system. Yes, there are some dishonest lawyers certainly and I suppose there has even been the odd dishonest psychiatrist, but—

Mr. Duksza: Indeed there has been.

Mr. Singer: —this happens. I am not an apologist for the whole legal profession, but I think that our profession has made a substantial contribution along this line. I don't like some of the definitions that have been put forward and the blanket condemnations. I was interested in asking the hon. member, as he was extolling the virtues of the Quebec system just how long it had been in practice and what experience there has been. It's all very well to praise what somebody has written in a statute, but until one sees how the statute works perhaps the judgement is just a bit premature.

Insofar as some of the fields are concerned where the hon. member thinks that lawyers should be available to give advice—welfare, unemployment insurance, discussions with or arguments before various government boards, civil servants and that sort of thing—I do believe that members of the Legislature, members of the local councils, members of Parliament are supposed to provide some of those services. Most members of Parliament are supposed to provide some of those services. Most members do it reasonably well; some better than others, some not so well. In addition—

Mr. Haggerty: But with no charges!

Mr. Singer: —to that, Madam Chairman, I have felt that there is a gap, which is not necessarily a legal gap, that could well be filled by an official to be called an ombuds-

man. My bill to that effect is on the order paper, I think, for the seventh time. I would like to see that come about. I don't think that that is the kind of field of service which should require or necessitate or even have lawyers available. I think there are services to be rendered by elected persons and they should be rendering them. I think there are services that could, perhaps, be rendered by a parliamentary commission or an ombudsman.

The question of lawyers not being concerned with the community, not doing research and so on, I find a little hard to understand, because while some lawyers favour the status quo, I think it is a wrong kind of an approach to say that all lawyers resist change. This Legislature has—what 20, 25, 30, lawyers?—divided in some proportions amongst the three parties in the House, and I suppose the most violent arguments that ensue in this House about legislation is as between lawyers.

Some lawyers have new ideas about what should be done, and how approaches should be made. My friend Lawlor and I often disagree on approaches. We both have some training in the law. I would think that some of the descriptions included in the hon. member's remarks hardly apply to Patrick Lawlor.

Mr. Roy: Or do they?

Mr. Lawlor: Don't inveigle me into your argument.

Mr. Singer: Well, I think I should. The business of lack of concern—lawyers being able to shed their professional cloak, not being able to talk to clients—I find very hard to understand. Any lawyer who is of reasonable value in his profession, surely must know how to get along with the people who come to deal with him, because if he can't get along with the people who come to deal with him, they are not going to come to deal with him. I think it is as simple as that.

While I can say that there were some thoughts of substantial value in what the hon. member said, I take great exception to the blanket condemnation. I don't think it was an informed condemnation. He may have become carried away with zeal stemming from some of the reforms he would like to see, but I think it was highly unfair to the system that has been established, that is providing a service that we have never provided before in Ontario, which needs improvement. It was highly condemnatory of a profession that doesn't deserve that kind of condemnation.

Hon. Mr. Bales: Just to add some statistics to what Mr. Singer has said, we should look at the period from 1968 through to 1971, to the number of persons who were assisted by duty counsel, for example, went from 79,000 in 1968-69; fairly constant—76,000—in the next year; then 87,000; and last year, 90,000—a very substantial number of people. And they got this service in all parts of this province.

Now, Mr. Singer remembers, as I do, when we had the original debates in reference to legal aid and the principles behind it. Again, it was to fill that great gap, to provide legal advice and assistance to those people who didn't have adequate assistance when they needed it, and, at the same time, to make sure that the person had the choice of going to someone that he wished to have, which I think is a very important thing. You were not assigning directly, and saying, "This is the person who must represent you." There was to be a choice.

I give the profession great credit, because it wasn't assigned to just the juniors in the office. It is Mr. Singer, with more years of service in the profession than I, who does it—people in the office that I used to be associated with. I think, through the whole strata of the profession, they have recognized the responsibility to take part in the legal aid system and to contribute to it as much as they can.

Mr. Singer: Could I say one more word, Madam Chairman? As the minister was talking, a couple of thoughts occurred to me. I can remember, as it started, the difficulty of convincing some magistrates, as they then were, of the importance of advising people who were scheduled to appear in court of their rights in this regard—the growth of the duty counsel concept, the importance of it. Some of the things I used to see in magistrate's court from time to time at the beginning made me shudder. Most of those defects have disappeared now. The system works very well in the courts.

Again, the question of choice, which the minister mentioned—I had made a note of that, I forgot it in my earlier remarks. Certainly in the hon. member's profession, I think, one thing that all doctors are almost unanimous in is that they treat patients who choose them and they choose their patients. This is most important to maintain the independence of any profession. I think that's really all I want to say on this.

Madam Chairman: I think Mr. MacBeth is next. Do you wish to speak, Mr. McIlveen?

Mr. C. E. McIlveen (Oshawa): I just want to ask a question of the minister, but I'll—

Madam Chairman: Can it wait for a moment? Mr. MacBeth.

Mr. J. P. MacBeth (York West): Madam Chairman, I'll not be too long. After that able defence of the profession by Mr. Singer I suppose there's no need for me to come to its defence. However, some of the words of the member for Parkdale annoyed me, or I disagreed with them—let me put it that way—as much as Mr. Singer did.

I do agree with him in one or two matters, and I speak from a little experience, having served on the York County Legal Aid Committee. This is provided for in the Act and is a volunteer committee which used to put in long hours from 4 often until 7 o'clock, over the supper hour, considering appeal cases and things of that nature. This is still going on and these people serve without fee. So the law profession is putting a good deal of itself into the Legal Aid Plan.

But where I do agree with him is in the case of the people who have something. That is the working poor—if you want to call them that—people who may have worked a good number of years to acquire their homes, maybe have a little bit of money in the bank.

The good-for-nothings—and that may be a rough term to use—but the people who have nothing automatically qualify. There's no question about them. But the people who have accumulated a little hesitate to risk all of those savings by going to a lawyer. Yet they may not qualify for legal aid.

I know there has been some letup or relentment on the stringent requirements that you started off with, but I think that they are still a little too tight in this regard. But here are people in the lower economic strata who still do not qualify, who perhaps should.

On the other hand I want to be critical of the fact that in my mind, you're looking after some who perhaps you shouldn't. I think of many of the immigration cases—people who have not yet become citizens of this country, who have not yet become taxpayers in any way. In some cases, they are ship-jumpers who suddenly land in our courts and immediately appeal for legal aid.

These are some of the people who don't have anything. They automatically qualify and some of our own deserving citizens are

turned down. Yet people who have not been taxpayers, who have not worked for the country, are trying to establish a right to get in here, and the rest of the taxpayers are paying for them.

That is a field, Mr. Minister, that I think deserves some further direction from your level, as opposed to the Law Society itself.

Workmen's Compensation: It seems to me too bad that we should have to spend public money in fighting a public body. Originally, the Workmen's Compensation system, as I understood it, was set up to try and avoid the complications of legal action. Yet, the fault here—if there is a fault—may lie with the Workmen's Compensation Board. We are spending public money to take cases against the Workmen's Compensation Board—another public body. There is a little inconsistency in that, in my mind.

The members of the criminal bar will fight long and strongly for the recidivist. They feel that no matter how many times a person is up before the courts, he should have the right to legal aid. In my mind, I think that's another place where the various area committees would welcome some further direction from your department. In other words, if a person is up on his sixth or seventh criminal charge, should he still have the right to legal aid? There's a limit in my mind. The criminal bar will say, "Not so. They should have the right indefinitely. I think we go too far.

I'm not interested, Madam Chairman, in making legal aid easier to acquire—as the member for Parkdale might suggest—than it is for the average man. In other words, the average man—unless he has an accommodating lawyer who works evenings, and many of them do—has to take time from work to go see his lawyer. He has to go downtown or wherever the lawyer is.

This is one of the faults, when we get into socialist ideas, we feel that it should be made easier for the person who is getting it at the public's expense than it is for the person who is paying his own way. Some of the thoughts that the member for Parkdale was suggesting left the impression with me that, since it is at public expense, it should almost be handed out to them or even delivered to their door. I don't buy that argument at all. The way he was talking it appeared almost like charity and maintenance, and I wondered what Mr. Lawlor might have to say about that. Thank you, Madam Chairman.

Madam Chairman: Thank you Mr. MacBeth. My next speaker is Mr. Roy. Do you want to speak, Mr. Walker?

Mr. G. W. Walker (London North): Madam Chairman—go ahead.

Mr. Roy: Am I the next speaker?

Madam Chairman: Yes.

Mr. Roy: I have not heard all the comments from the member for Parkdale. I just got the tail-end of the comments, and I take it that he must have said something somewhat offensive because Mr. Singer, I thought, was most eloquent—and Mr. MacBeth—in defending the profession.

Mr. Lawlor: Mr. Singer has his own peculiar function.

Mr. Roy: Yes. I am one, Madam Chairman—

Mr. Singer: He is watching you—

Mr. Roy: —who has worked extensively within the plan. I know one way for young lawyers to get involved upon leaving the Crown attorney's office was to get involved in criminal law. A very high percentage of cases coming before criminal courts are legal aid cases, so you do a fantastic volume of legal aid cases. I was able to see it in action. I find it ironic that lawyers are branded, in a sense, because some of them cheated the plan. That's true. I can recall when the plan was first in operation. I think the first report —was it in 1967?

Mr. MacBeth: It was in 1968.

Mr. Roy: In 1968. A lot of fuss was raised in the House about one particular lawyer apparently having billed to the tune of \$52,000 on the plan. This was the highest in the province. I think the rules have certainly been tightened since that time.

I find it ironic, for instance—I might be wrong on this—but I thought that the average doctor last year who billed under OHSIP was averaging somewhere to the tune of \$60,000. Not too much fuss was raised about that.

I find there is not sufficient publicity about the fact that lawyers are subsidizing the plan to the tune of 25 per cent, whereas the medical profession is subsidizing theirs to the tune of something like 10 per cent. Are they still doing it at the rate of 10 per cent?

Mr. McIlveen: We are, and how much of your practice is subsidized at 25 per cent?

Mr. Roy: Well, I—

Mr. McIlveen: How much is legal aid? Do you do 100 per cent of it in legal aid?

Mr. Roy: Many young lawyers are doing 90 per cent of their practice in legal aid.

Mr. McIlveen: But 100 per cent? Okay, every doctor is subsidizing 100 per cent of his practice at 10 per cent.

Mr. Roy: That's right. But the medical profession has tariffs set by the government which were far more liberal than the tariffs which were set by legal aid. My friend suggested that there should be more government controls rather than have the professional body regulating his plan. If any professional regulating body could turn around as the legal profession has and what I call put the screws on their own profession as they did with the Legal Aid Plan on tariffs, I'd say you don't need any government controls.

The point is, the public is not aware of this. You really find out when you are defending a murder case, or taking a rape case which might take a week or so. When you come to bill it and you cut it down by 25 per cent—that can be a pretty hefty cut. That's taking away a lot of the overhead. I think the accent has to be made and everything brought into the proper perspective.

Having said this, I would like to make certain comments about the actual functioning of the plan. Your legal accounts officer is not around here, is he? The one to whom we send all our paper work.

Mr. Walker: He always sends it back.

Mr. Roy: Yes. He's not around is he?

Hon. Mr. Bales: She was just appointed.

Mr. Roy: Pardon me?

Hon. Mr. Bales: She was just appointed.

Mr. Roy: He was just—

Hon. Mr. Bales: She.

Mr. Roy: Oh, it's a she.

Mr. Singer: Mrs. Rosenthal.

Hon. Mr. Bales: Mrs. Rosenthal.

Mr. Roy: Well, I hope she is more sympathetic than the fellow we had before, because—

Hon. Mr. Bales: Oh, I think she is very nice.

Mr. Roy: It was ridiculous, Mr. Minister, under the other chap who was doing it. He was just like a hawk. He had far too much enthusiasm. He'd get hung up on pennies here and there and for those—

Mr. Singer: I got one back this morning on which we left one word out on the bottom of the certificate. It came back to be put in. Nothing to do with the account at all.

Mr. Roy: It got to a point for those of us—as you know, for every legal aid case you do, big or small, you have to send copies to the legal accounts officer; you have to send a copy of documentation to the legal aid director; and you have to send copies to the client. When you have to start that over because a legal accounts officer felt that maybe the \$5.25 should have fitted in under one bracket rather than the other it got to be very frustrating.

I always swore that if I ever came before this committee I'd certainly bring that to its attention because it was most frustrating. Every time I appealed them, I might point out, I was successful. Every time he cut my bill because it didn't come under the relevant—he said it didn't come under the relevant provisions. If you look at the regulations—regulation 557—you've got to pigeon-hole all your account. If you missed the regulation number he would cut you as well. I'm glad to see that there's been some change and I hope there will be some improvement.

I would like to raise another matter which I think I mentioned yesterday. One of the failings of the plan, I suggest to you, is when you get to some certain individuals—and I'm not talking about what I used to call around Ottawa the local hoods and people like this. I'm talking about people who are involved in decent work or live in decent areas. You have a fellow who's got financial problems and wants a consolidation order.

It was a joke among the profession; if you wanted to do a bad deed for your confrère who was working down the street and somebody came in with a consolidation order, you'd tell him to go and consult him because of the tariffs. You know what can be involved in doing a consolidation order and the work that can be involved in this. Looking at the tariff under the plan, I think it is something like \$75 minus the 25 per cent. Is that what it is, \$75? You really couldn't help these people. Okay, it's \$56.50 and it

might involve a hell of a lot of work to do a consolidation order. This fellow had debts spread out all over the place, but you really couldn't help this type of individual.

Look at the small claims court. I mentioned to you yesterday, Mr. Minister, that lawyers shouldn't be in there anyway, if you could make your procedure more efficient and not need any legal advice. In the case of an individual being sued by another lawyer, he feels that he should be represented, but he doesn't have any money. You look at the division court—I've got the regulation here—and see what the fees are in small claims court. They are really wild.

Attendance at trial for small claims court is \$25. That might take you all day and you still haven't taken off the 25 per cent so that—

Mr. Singer: In Toronto it can take you all day and you might come back the next day.

Mr. Roy: That is right. You see, Mr. Minister, you couldn't really help these people because of the present tariff. Another problem that I think you should really consider within your plan is that when you are asking a lawyer to leave his office and get an adjournment for a client you are paying him \$15 to do that, again minus the 25 per cent. That's ridiculous. A fellow has to take off from one end of the city to go down and get an adjournment.

I don't think this is reasonable. What happens basically is that the profession as such avoids this type of case and sometimes you're not helping the people who really do need it, for whom the plan was designed, the people who do not have any money.

I could talk of other areas; family court can be a problem. You can go down to family court to resolve a dispute between couples, decide the question of custody and all that, and the maximum you can get under that is \$75, again minus the 25 per cent. That's \$56 and you might spend a lot of time on this. I think that sometimes you have areas under the plan which are not reasonable at all and I would like to see some changes in this.

Somebody mentioned the Quebec plan. Of course, the Quebec plan does not compare at all with ours. I mean, the Quebec plan was just set up. I have experience with it; it's just across the river from Ottawa. Quebec looks over at this province with a gleam in its eye; it would love to have a plan like this and

obviously its plan does not compare favourably at all with ours.

One thing I would like to mention, Mr. Minister, when we are talking about legal aid is that Quebec, though, was prepared—lawyers over there in the plan were prepared—to pay for Ontario residents who did not have sufficient funds who were charged, let's say, with offences under the Criminal Code or had problems in Quebec, whereas in this province we are not prepared to do it unless with special approval of the—

Hon. Mr. Bales: Area director.

Mr. Roy: —the area director. Well, I think it is more than the area director.

Hon. Mr. Bales: The director.

Mr. Roy: Pardon me?

Hon. Mr. Bales: The director. It goes through to him.

Mr. Roy: I think you should get together with the Province of Quebec and maybe have some reciprocal arrangement which is easier. You get cities like Ottawa-Hull, and I can think of others along the way, where you really run into difficulties. I wouldn't want to see the people in the Province of Quebec say, "Yes, we are helping you fellows from Ontario, but do you reciprocate? We have to go to Toronto and very often we are turned down."

Hon. Mr. Bales: It is the same as in Manitoba.

Mr. Roy: Or Manitoba. No, no.

Hon. Mr. Bales: This is a good point.

Mr. Roy: One thing I would like to say is—

Hon. Mr. Bales: Can I just tell you one thing? You appreciate that the Law Society really fixes the tariff, and it is reviewing it. But I recognize there is some difficulty. At the end of May there were further changes in reference to the tariff, not an overall new tariff, but there were a number of changes that came into effect as of that time.

Mr. Roy: When you say that the Law Society fixes the tariff, I think it was obvious when the Law Society fixed the tariff that some of those who worked on the tariff were people in the Law Society who were not ones doing legal aid. It is your lawyer at the bottom of the scale who is doing the bulk

of it. You know, I find it ironic that because the fellows who are in the Law Society are not exactly the fellows who are practising the type of law that most of us here are—well, let's be frank about it—they have got it made.

Hon. Mr. Bales: I was just thinking about a former member, Elmer Sopha.

Mr. Roy: I don't know about Elmer's practice, but most of the fellows that I have met in the Law Society weren't too concerned about legal aid, I can tell you. They weren't relying on legal aid to try to make a dollar. And this brings us to the point, I feel, that certain lawyers are not fulfilling their function under the plan.

Basically, what is happening is that mostly your young lawyers are handling this. I don't really know how that can be avoided, unless you socialize the whole profession, I suppose. Most larger firms—or wealthy firms, as I call them—are too busy to be taking any legal aid.

Again, I don't know the solution to this, but legal aid really is going to do away effectively with the solid criminal bar as such, because what is happening is that in many centres lawyers who wanted to specialize in the criminal field have to do mostly legal aid.

It is very easy for the hoods—I hope I am not offensive when I use that, because possibly I have defended as many of these people as anybody else here—but when these people come in they don't have any assets to show, nothing at all, and so they get legal aid. On many occasions I have turned them down and said, "Look, I will represent you, but not on legal aid," because I know darn well that they can come up with the money, being forced to it, if they want you badly enough. So they might go shopping around and maybe try to get another lawyer, but if they want you badly enough they'll rip up the certificate in front of you and come up with the cash.

What is happening is that the great bulk of the cases in the criminal field—I don't know what percentage it would be—is legal aid, so your competent lawyers, the minute that they can get into something else, are leaving the criminal bar. So your criminal bar is basically left with the younger lawyers.

I might just add one further thing about the Law Society as regards the Legal Aid Plan, and that is a project which started in Ottawa, I think it was two years ago, Mr. Minister—I think it was started in Ottawa ahead of any other centre—where, under the plan, we decided to open what we called

storefront offices where you had lawyers right in the centre. They sent out pamphlets and said, "If you have problems, any type of problem, come to this office." These offices were being run by lawyers, and in some areas we had to have bilingual people.

I had the good fortune of being one of the first ones involved in these particular centres, and I found it ironic that this was really something that could have brought good PR to the legal profession—God knows, they need it—but the Law Society said, "Oh, no, don't make any fuss about this."

You see, the press were around and they wanted to know what we were doing there, what services we were offering and what we intended to do. But the Law Society, in its wisdom said, "No, no, in the legal profession you can't have any publicity about this sort of thing." This was a valid thing and it would have enhanced the reputation of the province.

So as much as I think the plan is a good plan, it has certain faults. Sometimes we can't rely exclusively on the Law Society, because sometimes, I suggest to you, they need some prodding from the government. These are basically my comments and I thank you, Madam Chairman.

Madam Chairman: Thank you, Mr. Roy. Mr. Lawlor.

Mr. Lawlor: Thank you, Madam Chairman. I want to say that I think my colleague—and not because he is my colleague—has done a signal service in taking the time and the enormous effort that it takes to make the preparation of a paper and in coming down here—and it is not an area in which he is directly involved in the sense of profession—and, as a layman, stigmatizing the plan to some extent. Surely, the legal profession is thick-skinned enough—I surely believe that—that it can stand a little trenchant criticism coming from the outside, and it's very much needed.

It seems to me that other considerations, though, must range in this. When the legal aid scheme came into being, it was to lift the burden of legal expenses and set up some form of equality in the law, equality in representation, equality in advice, because the disparity between the rich who are able to protect their interests, largely property interests, in terms of litigation over against innumerable individuals who were being put down, not represented, given inadequate representation, sloughed off, and so on, was becoming something of a crying shame in a

progressive democracy and legal aid was necessary.

Initially, the plan met a great unmet need, and I think it met it fairly squarely. I won't go into a foofaraw about what I do on the election platform about contrasting the legal profession with the medical one, but by the very fact that lawyers are profoundly involved in the everyday life of the citizenry to a tremendous extent they become aware, willy-nilly. Even if they occupy the corporation suites, or if they're going to practise law at all, the general social milieu, the impact of the ills of society, must hit this profession with a greater impact, in terms of social needs, than on the whole I think is true with doctors directing their attention to the biological.

With that in mind, I think I would defend the profession to a substantial point. We have reached a plateau, I suspect, in that particular area.

The thing that my colleague is talking about is the next area of penetration for the Law Society, and the Law Society, to give them credit, has made initial overtures and gestures in this particular direction, with respect to the business of moving out of settled locales and into the community, opening up storefront offices, but it hasn't gone nearly far enough. The point about the stimulus that my colleague would give to this is that it should be the ongoing thing, the direction of events from this point forward ought to be to seek to reach—not in terms of the emphasis upon litigation, but in terms of legal advice—to soothe the wounds of innumerable people who have their sores aggravated by the very fact that they have no one to consult and are terrified to consult members of the legal profession—and quite rightly so—because we are lofty beggars, by and large, and think that we have some kind of divine omniscience over the cares and needs of other human beings. This is highly beneficial from the point of view of the individual or in terms of the humanization of that lawyer.

In terms of getting away from the straight legalese, I want to refer to this book again, "What's Wrong With the Law." A practising lawyer in Britain, a part of this panel, says this:

I enthusiastically agree with what Sir Leslie has just said. There's a great danger in seeing any question of law reform as a linguistic, or verbal, or technical question. The English legal system seems to me already to suffer from undue preoccupation with linguistics, with the questions of

language, with interpretation and with insulation from the social context of law.

Now that's being reversed, it's being changed. I see it happening under my eyes.

I'm delighted to see anyone who's prepared to give a push to the ensconced forces in the Law Society in this particular direction. More power to them; they have my support. It is happening when you get a man like Elmer Sopha onto the benches and I'm sure that he had some voice in the business of getting public participation in that body, because he was certainly vehement enough about it when he was around here.

The point is that as the scheme expands it goes deeper. The cost for advice is very minimal, on the estimates taken here from the Law Society's last report in 1971. The average cost per case in 1971 was \$38.72. The grand total of money spent on that aspect of the matter was \$81,000, against, for instance, property actions at \$124,000. While I won't claim there is an imbalance, the point is that I would anticipate in the future that that particular area of the cost of legal aid will expand and perhaps the diminution of others will take place.

I don't take exception to what one member said; that the sixth or seventh time that a man who has been convicted of previous offences appears before the courts on a charge, he has just as much right abinitio to be defended completely in that particular regard. This may be precisely the occasion—because he has had a warped reputation—that he needs defence. In that particular context he is innocent, and there is a tremendous prejudice against him at this time for the very fact of his record. We can't prejudge those things. It is fundamental to British law that he is being tried fresh on every charge and is innocent vis-à-vis that particular charge—

Mr. Haggerty: Are you suggesting all lawyers are gentlemen?

Mr. Lawlor: —and to try and cut that back!

Where the inroads might be made I suggest are in divorce actions. Look at the amount of money spent—\$2.75 million. I know again the Law Society is scouting this and is becoming quite circumspect about that particular area of the expenditure on legal aid. Perhaps that area should be placed over in other courts, where the costs are less excessive. It costs \$498.24 in that year to conduct one of those divorce proceedings. Surely that is very much out of line.

Mr. Haggerty: Aren't they getting \$700 and something now per divorce action?

Hon. Mr. Bales: The fee has been reduced just recently.

Mr. Roy: Yes, and there is—

Hon. Mr. Bales: And in Ottawa particularly we have brought in a duty counsel now—

Mr. Lawlor: I was going to ask you about that.

Hon. Mr. Bales: —who handles large numbers of—

Mr. Roy: We are operating under that plan now, Mr. Minister. Advice only is given from the lawyer—then the duty counsel takes it from there.

Hon. Mr. Bales: The duty counsel handles the law in the courts.

Mr. Lawlor: I saw that in the communique of April 21 of the Law Society talking about the scheme—uncontested divorce actions. They say it has a mixed reception. The area director is pleased with the progress to date. Forty-seven certificates for advice have been issued, but it is too soon to tell how many of these will be back to be handled by duty counsel. Some members think the system gives less protection to the public by weakening the solicitor-client relationship.

Hon. Mr. Bales: It is not really what I have been finding. It has not been in operation very long.

Mr. Roy: If I might just speak to that point, having done a few of these. Clients come into the office and seek this advice. The beef of the profession was simply that they thought it was a lot of bother. All at once you have a ream of papers to fill out.

They client comes in with a certificate and it has only written advice on it. What you do to answer reams of questions like, "Do we think it is going to be defended or undefended? How many children does he have? What are the grounds? Witnesses?"

I think, Mr. Minister, it is too early to say how successful it will be, but I suggest that it is a reasonable approach. I don't think we can tolerate very well this figure in the report now, and I think a lot of what was called legal work in relation to divorce was in fact paperwork. You had to fill out forms, ask many questions. This can be done by the office, and it is pretty ritualistic when you

get into court. You go through the same procedure pretty well. I suggest that the plan will work.

Mr. Haggerty: An expensive piece of paper.

Mr. Singer: May I say one word on the divorce. In relation to the large number of dollars that is being spent we have to recognize the liberalization of divorce laws. A lot of poor people now are able to get divorces where they couldn't before because they didn't have sufficient assets to be able to track down evidence of adultery.

This is a good service that is being done. I don't shudder quite as much as you do about the rise in the cost of divorces. A lot of people who heretofore haven't been able to afford divorces, and have been held in some kind of legal servitude, have now been able to take advantage of the liberalization of divorce laws and usually delay it for that purpose. So I think that has some bearing on the size of that figure.

Madam Chairman: Mr. Lawlor has the floor.

Mr. Lawlor: Mr. Singer has returned to sanity and is saying things that are of considerable point and value. I am terribly disappointed to see that Mr. MacBeth has vacated the premises, because that stuffed shirt business that he gave us here a few moments ago is beyond the pale. He talks about those who are more affluent having to attend at legal offices downtown and, therefore, why ought not those who are in penury?

The problem is there, obviously, that those who are in that position have the less wherewithal to get down there. The burden, the weight, upon them, of having to attend in that particular fashion, is infinitely greater than that of the affluent middle-class person. Now there are ranges there where I would think it was equally onerous; but that shows damned little understanding of the plight of most working people, who need every dime they can get their hands on just to subsist, over against those who have a little surplus and can move around.

I think that some accommodation, in terms of equality, simply must be made to these people. That's what it's all about. That's the purpose of bringing the scheme into being. I won't go into it, since Mr. MacBeth's not here. He sounds like Mr. Bumble, you know, from Bleak House. The undeserving poor concept. I thought that had been wiped out with the disappearance of Dickens. But apparently not; these old myths and hare-

brained notions persist. But if I haven't got the man here really to work on him—

Mr. McIlveen: He'll read all about it tomorrow.

Madam Chairman: He can read it in Hansard, Mr. Lawlor.

Mr. Lawlor: —the purpose of the Legislature of Ontario is largely educative of some of its members.

Mr. F. Drea (Scarborough Centre): Your sympathy for him is touching.

Mr. McIlveen: That is a real touching speech, Pat.

Mr. Haggerty: If anyone gives me a call and wants information, they usually say, "Where can I get a good lawyer?" I'm baffled by that one.

An hon. member: I am too.

Mr. Roy: Well, in defence of Mr. MacBeth, he wasn't quite that bad.

Madam Chairman: Mr. Lawlor, do you have anything further?

Mr. Lawlor: Oh, I've got a great deal more. I do want to rectify, perhaps, a misimpression with respect to the services provided by legal aid.

I notice that in the Algoma district, for instance, the people who applied for legal aid certificates numbered 1,282, of which 1,210 were granted the certificate of eligibility. So that would indicate that an overwhelming percentage of individuals, who feel in need, and do make this particular application—going to the trouble to make it—are accommodated.

In York, of the 22,464 people who made application, 19,247 were granted the eligibility. I suppose there's a vast diversity of reasons, including the business of passing the test under community services with respect to those certificates. Sometime in the future, I would be very pleased to learn, through the report of legal aid, as to the various grounds, reasons and numbers of the rejections, in order to have it spelled out for us a bit as to what goes on under that particular head.

Mr. Singer: How many were rejected in August, 3,000?

Mr. Lawlor: About 3,000. Yes.

Mr. Singer: Out of 22,000.

Mr. Lawlor: Out of 22,500. Right. Mr. Cornish's name was mentioned. He contacted me, because I run a legal advice centre, called an "action centre," in my riding. He also opened a legal aid centre in that riding, and I give him all kinds of credit for it. Many people have to be referred over to legal aid, because of the ongoing steps, largely in terms of litigation, which one can't attend to.

But it does operate more or less along the lines that my colleague has mentioned. It's open on Monday afternoon, from 2 to 4:30 o'clock or 5 o'clock. It hardly accommodates those in my riding who are people without substantial means. I don't know what volume they're doing, and I'd be most interested to learn, in that particular area.

But that's not what ought to be done. It ought to have its doors open to people in the evening, when they can attend. Courts have extended that in night court sessions. There's no reason why legal aid would not do the same thing and make themselves available. While they make the gesture, it's too half-hearted—quarter-hearted, as things stand at the present time.

One thing I want to mention, too, is the business of duty counsel. That is where the greatest impact and benefit, has been, in my opinion, conferred on the community. The business of having young lawyers, or older lawyers for that matter, attending at the family courts in the morning and the criminal courts, and being readily available to give advice, to take the pleas of guilty, if that is in order, seems to me a highly beneficial thing.

What puzzles me, in the midst of it all, is this report that I mentioned to you previously, which only makes reference to legal aid on one occasion, at page 84. It talks about representation by counsel at trial. In the Toronto area, they took a total number of 157 accused. Of the 157, 116 were represented, but 41 — 26.11 per cent — were not represented at all. Then, over on the next table, "Unrepresented Accused advised of Right of Counsel," in Toronto the total accused was 39. Never advised, 10 of them, 25 per cent; advised by the court 25 per cent; advised by the police, 12 per cent; and advised by legal aid, 15 per cent—only six out of the 39. That is a very peculiar thing.

Where is the legal aid in that particular case? Granted, the duty counsel were immediately present. Is there any explanation as to the discrepancy between its presence there and the fact that people are not ad-

vised of their right to counsel in appearing before the courts? Are duty counsel falling down in some way in this regard? Those are some of the problems. I have many more but I'll leave it for the minute.

Hon. Mr. Bales: Just on that point, the figures you referred to on page 84 in that table are really a very small sample. For example, you referred to 25 per cent, that is 10 people—10 situations. It's such a small sample that those who looked at that report really concluded that the statistics are not realistic at all.

Mr. Lawlor: They took one month, didn't they? They took the month of January and had people attending in all the courts.

Hon. Mr. Bales: It is much too small a sample.

Mr. Roy: And only 156, Mr. Minister, in one month in trouble? That's a small number.

Hon. Mr. Bales: The total accused in Toronto, that is, the sample on which they base these statistics, was 157.

Mr. Roy: I agree with you. It is very small.

Mr. Singer: Is that supposed to be all the accused in Toronto in one month?

Hon. Mr. Bales: They took a certain number of cases and from that drew some general conclusions.

Mr. Singer: They took 156 names out of several thousand names? And went and interviewed them?

Mr. Duszta: But they took only these people for one month, did they, Mr. Minister?

Hon. Mr. Bales: Not the whole—no, just a small sample.

Mr. Lawlor: A sample of the people in that month.

Mr. Roy: Did they take them, as an example, looking at your tables here—I don't know which courts—were they in the criminal courts according to that table? In the criminal courts, for example, in York county, what is the number of people—do they have a breakdown in your tables of how many you see in a year in Toronto? In York county you have apparently 24,967 people helped by duty counsel.

Hon. Mr. Bales: And duty counsel are kept, not only at the Don Jail but at all of the courts in Toronto.

Mr. Roy: Yes, which means that your duty counsel are seeing at least over 2,000 people a month, I wouldn't put too much weight on that sample.

Madam Chairman: Do you have anything further, Mr. Lawlor, at this point?

Mr. Lawlor: Yes, a little more please, Madam Chairman. My Impression, and I hope it is borne out, is that we have a different situation to that in the United States. In the United States there has been considerable corruption in legal aid representation in such a way that numerous attorneys have been accused, and taken off the rolls so far as legal aid is concerned, for taking money under the table. In other words, they accept the legal aid situation but at the same time they want a little gratuity on the side. That became fairly widespread in some jurisdictions.

The second thing that was happening over there—I trust that it is not so here—is that the initiators of this plan were most insistent upon the point that these cases must not be treated as inferior cases or secondary cases in any way at all, that they must be handled in precisely the same way as one would handle one's normal clientele.

What happened over there, though, is that there was a tendency not to show up in the court. In other words, the attorney served his own purposes. If it was a legal aid case, he just might not show up and of course it would then have to be adjourned. I have been reading of some cases in New York where this has been done six or seven times.

Is there any tendency to downgrade the operations of the Legal Aid Plan, particularly as far as the provincial judge's courts are concerned, and that counsel do not give this the same attention?

Hon. Mr. Bales: If they do and there are reported instances of that, then they are called before them.

Mr. Lawlor: But there aren't very many, are there?

Hon. Mr. Bales: No, there are not.

Mr. Lawlor: That's a surprising thing, don't you think?

Mr. Roy: You know the explanation for that, don't you? They have the "big brother"

Law Society watching over them; that spreads the fear of the Lord in the profession. All you need is a phone call from the Law Society to wind up on the floor.

Madam Chairman: You made that point yesterday.

Mr. Singer: Many of our judges are not at all averse to criticizing counsel who should be there and don't show up; that kind of criticism seems to get a fair amount of publicity. It doesn't do any lawyer any favour when he gets that kind of publicity.

Madam Chairman: Have you anything further, Mr. Lawlor?

Mr. Lawlor: No, I think I'm finished for the time being. Let somebody else get in.

Madam Chairman: Does this complete your statement on this point?

Mr. Lawlor: Yes.

Madam Chairman: All right. Mr. McIlveen.

Mr. McIlveen: Yes, I wanted to ask the minister one short question. Why do we have regional directors of legal aid? Why isn't a citizen able to go to his own lawyer, or a lawyer of his own choice, and after a welfare check is run, why can't he get legal aid?

Hon. Mr. Bales: He can go to his lawyer, and the lawyer will direct him and assist him in that regard.

Mr. McIlveen: But the lawyer will direct him to the director of legal aid in our locality.

Hon. Mr. Bales: That's right.

Mr. Singer: When he comes back with the certificate, the lawyer will act for him.

Mr. McIlveen: Well, as I say, why does he have to go to another lawyer? It seems to be a cumbersome system.

Mr. Roy: But the reason is that since the plan is for those who need it, the social welfare people or whoever it is have to make a check from the area director's office. Because it's not for the lawyer himself to judge whether the client needs legal aid or not; it's for some other agency that can check his background and see what his financial status is.

Hon. Mr. Bales: There have to be uniform standards in this. That's the reason it is referred.

Mr. McIlveen: Well, I agree with the need for uniform standards, but why do you have to have a regional director and a check through the welfare department as well? I think you might have one of those rather than two. From the experience I have had with legal aid cases, it seems fairly cumbersome to get.

Hon. Mr. Bales: I really isn't. Bear in mind there were last year 120,000 applications in the province, and that involves a great deal of work in clearing them through promptly and quickly. If a person needs that kind of assistance, he can't wait around until next month to learn whether it's going to be granted or not; so it must be done very quickly and that's the reason.

Mr. Lawlor: There is a second reason too, it seems to me, if I may say so Madam Chairman; that is, trying to keep the lawyers honest. If the initial interviewing lawyer is seeking to attract to himself clientele, either through the legal aid scheme or outside of it—if he didn't keep at arm's length in that initial interview and refer it out so the person can choose their own lawyer—

Mr. McIlveen: Yes, well, what about a regional legal aid director to whom you have a heck of a time every getting through; who turns down nearly everything that he sees; what about that one?

Madam Chairman: Are you making this point, or addressing this to the minister?

Mr. McIlveen: Well, we seem to have a to-and-fro conversation here—

Madam Chairman: We don't really.

Mr. McIlveen: I have felt on several occasions in my own locality that it has been unduly cumbersome, and I was just asking why it couldn't be done another way.

Hon. Mr. Bales: Now just look at your own statistics last year. In Ontario county—it isn't shown for any particular city in that area—but there were applications for legal aid of 1,557, and the number granted was 1,004.

Mr. McIlveen: All right, if it went to the lawyers and it was a little easier to get legal aid, maybe there would be 3,000 who would get legal aid who truly need it.

Hon. Mr. Bales: So, there were 1,557 who applied and felt they needed it, and of that total a thousand were approved.

Mr. McIlveen: No, I think—

Mr. Drea: It would be a little expensive wouldn't it, Mr. Minister, for a lawyer to check the financial details?

Mr. Roy: Pardon me?

Mr. Drea: I say, Mr. Minister, wouldn't it be very, very expensive, not only in terms of money, but in terms of time, for a solicitor to have to check into the financial background where we have a department of government that is doing it free?

Hon. Mr. Bales: And you have to have uniformity.

Mr. Drea: We are using the "consent to inspect assets form," which one department has on hand and it also has trained people. I am not so much concerned about the money; I know it always costs money; but it would seem to me a bit of a negation of the solicitor's function. It would turn him into a private investigator for cash, when what we are paying him for is his appearance in the court.

Mr. Roy: He doesn't have that information available which—

Mr. McIlveen: I am not saying that he does; nor am I saying that he should do it. I am saying that he should run a check with the welfare department and set up a mechanism whereby he could go down to the welfare department; and if that client is deserving, then he comes back to the lawyer of his choice; without any middleman.

Mr. Lawlor: First of all he has to determine whether he has really got a problem.

Mr. McIlveen: The middleman doesn't give him any advice.

Madam Chairman: Mr. Parrott?

Mr. Roy: If I might just say something on what the member for Oshawa said—and I don't want to usurp the function of the minister. It has been my experience that most often when clients have come into my office and explained their problem, and I have referred them to the legal aid area director, a very, very high percentage of them do receive a legal aid certificate, just on a cursory questioning of the individual. But the system of judging who is entitled to it and who is not on a financial basis should not be done by the lawyer, I would suggest.

Mr. McIlveen: I am not saying it should be. I am saying it should be done by the welfare department and then have it—

Mr. Roy: It is now!

Mr. McIlveen: Just the same as in my own profession; it is just between the doctor and the patient. We don't have to get any authorization from the Ministry of Health to treat a patient. They are our patients completely; and they should be your clients completely.

Mr. Roy: But the principle of both plans are not the same.

Mr. McIlveen: We had the same thing before OHIP came in or OHSIP, or any medical scheme, whereby we had patients who were on welfare and they would check with the welfare department. If they needed it, they would get a slip from their doctor. They wouldn't come through a central agency of the Department of Health to get, as the minister has called it, a certain set of standards to get that advice.

Madam Chairman: Mr. Parrott.

Mr. H. C. Parrott (Oxford): Thank you, Madam Chairman, Charlie, that is because doctors are more trusting souls.

This is a general question; and my questions will be so mundane relative to the great arguments we have heard that it is almost embarrassing to ask them. When do the 1971-1972 figures become actual rather than estimates here? Are those 1971-1972 figures for the actual amount—

Mr. Bales: Are you looking at financing?

Mr. Parrott: Yes. Now last year, 1970-1971, it was \$8,160,000—that was the estimate. The actual was \$10 million, a very large increase there; 25 per cent over the estimate. I am wondering what happened in 1971-1972?

Hon. Mr. Bales: Those actual figures will come out later in the year.

Mr. Parrott: And we have no indication yet at this stage of the game? I can see that they wouldn't be out by the time this book was printed, but would they not be out by now?

Hon. Mr. Bales: No, they are out because they come through the Treasury, when all of the figures come out and that—

Mr. Parrott: Do you have any indication of whether or not we, in fact, went—

Hon. Mr. Bales: For example, the actual figures for 1970-1971—

Mr. Parrott: Right, and that was 25 per cent above the estimates? Now do you expect

that the 1971-1972 estimates will be that much above your estimates?

Hon. Mr. Bales: No, we have got it down pretty close.

Mr. Parrott: You think the \$10 million or \$11 million is likely the figure it is going to head in at?

Hon. Mr. Bales: Yes, that is right.

Mr. Parrott: The limits of this particular vote are really in the hands of the welfare officers of the various units, is that not correct?

Hon. Mr. Bales: That is right.

Mr. Parrott: If they ease the rules, then they can have a lot more people qualify. Therefore, gross expenditures would be very markedly increased, or, conversely, could be decreased. Is that correct?

Hon. Mr. Bales: No, I don't think so.

Mr. Parrott: Is it then—

Hon. Mr. Bales: Looking at money now, in the year 1970-1971, there was a substantial amount more spent than we—

Mr. Parrott: Right.

Hon. Mr. Bales: —first estimated. In the 1971-1972 year it was \$10,865,000, or about \$500,000 more—

Mr. Parrott: Right.

Hon. Mr. Bales: —than was spent the year previously.

Mr. Parrott: Yes.

Hon. Mr. Bales: The figure was not developed after we had the actual; it was before, but it turned out to be pretty accurate.

Mr. Parrott: It did.

Hon. Mr. Bales: And we think that this year's estimated figure of \$10,912,000—

Mr. Parrott: That's what I was wanting to know.

Hon. Mr. Bales: —will be very close to that.

Mr. Parrott: All right. You could by direction increase that. If you said to the community services people, we'll be a little more lenient, that could go up, or you could cut it back, could you not?

Hon. Mr. Bales: No, we don't have—

Mr. Parrott: That is not perhaps what you are trying to do—

Hon. Mr. Bales: No.

Mr. Parrott: —but nevertheless the control of the amount of money that's spent—

Hon. Mr. Bales: No, the need. It is not the financial need, so much as the need for advice from those people.

Mr. Singer: There is one point here that may throw a little light on that. If you look at this report for the year 1971, apparently there were 66,000 applications and 55,000 certificates were granted, which if my arithmetic is correct, is about 90 per cent. So, if you granted them all, you would only be having another 10 per cent and, obviously, they all aren't going to be eligible no matter how much you loosen the rules. So, there is not that much leeway; there are five out of six that are granted.

Mr. Parrott: Is the plan getting a continuing increase in use?

Hon. Mr. Bales: Yes.

Mr. Parrott: How fast is that cost spiralling? That's what I am trying to get at. Has the total number of dollars spent under legal aid been increasing over the last three or four years?

Hon. Mr. Bales: What I indicated to you was that it was levelling out.

Mr. Parrott: Right.

Hon. Mr. Bales: It was getting to that stage. I gave the figures earlier, and I don't think you were here. The numbers assisted between 1968-1969 and 1971-1972 have not increased that much—79,500 to 90,600.

Mr. Parrott: A fair increase.

Hon. Mr. Bales: Some increase, but not that spectacular.

Mr. Parrott: The point I am trying to make is, do you think the amount of money being spent under a legal aid for the province now is fairly well levelled out?

Hon. Mr. Bales: I anticipate that it is fairly constant at the moment at about \$10 million to \$11 million.

Mr. Parrott: All right. There are some other dollars spent in other ministries for legal aid other than those shown in this particular budget.

Hon. Mr. Bales: No.

Mr. Parrott: Under social services, we had an amount for legal aid. That was for the investigation purposes. I will come back to that if you want, but I am sure within the confines of Community and Social Services there are some dollars set aside for legal aid.

Hon. Mr. Bales: Those are their investigation in reference to marital matters.

Mr. Parrott: Right. Are those the only two places within the confines of estimates that we would find expenditures—here and in Community and Social Services?

Hon. Mr. Bales: I am not aware of any other places.

Mr. Roy: What about official guardian reports and this type of thing? Is that paid out of legal aid?

Madam Chairman: That is farther on in those estimates.

Hon. Mr. Bales: They have to pay so much for that report. We have now changed the procedures in reference to that, but I think the cost of those reports are included in these figures for legal aid.

Madam Chairman: Is that everything for you, Mr. Parrott?

Mr. Parrott: No. I am saying there are only two ministries, or has Mr. Roy made the point that there are more?

Hon. Mr. Bales: The official guardian is within our ministry. They obtain certain reports in reference to divorce matters, but that is covered here. That's only part of his function, but the costs of those reports are in these figures.

Mr. Roy: Is the point the member for Oxford is trying to make is the cost that legal aid is causing other agencies?

Mr. Parrott: Yes.

Mr. Roy: Obviously, legal aid is costing, for instance, more judges, more Crown attorneys and more court officials. These are all matters.

Hon. Mr. Bales: Yes, but there is an increase in all the cases before the courts, not just because of legal aid. We have to bear in mind that we have an increased population, and many other factors contribute to the number of cases before the courts.

Mr. Roy: I think there are those of us who saw the marked difference from 1966 or 1967, because of legal aid. There were far more people defended; accused who were pleading not guilty and all this. Just look at your Crown attorney's offices and the increase in staff you have needed, court officials and so on.

Hon. Mr. Bales: Again we come back to the other point, that is, relating to 1967 or 1968 up to the present. I think now we have reached the point where it has levelled off.

Mr. Parrott: You see the point here is, as I read, "Ministry of Community and Social Services; vote 2102; item 5; legal aid assessment, \$712,000." Now that, in my mind, should not be in those estimates. That is not the point at all. It is, in fact, another amount of money that the province is spending on legal aid—three-quarters of a million dollars.

Hon. Mr. Bales: It's investigations, largely in the administration part of that service.

Mr. Parrott: Right, and I am not quarrelling—

Hon. Mr. Bales: No, I understand.

Mr. Parrott: —but I am saying, not having read this book through thoroughly, are there other departments as well?

Hon. Mr. Bales: What you are asking is are those sprinkled all through the other departments—

Mr. Parrott: That's right.

Hon. Mr. Bales: —in the two areas?

Mr. Haggerty: Madam Chairman.

Madam Chairman: Well, just let him finish, please, Mr. Haggerty.

Mr. Parrott: I am not sure I have that positive answer.

Hon. Mr. Bales: So far as I am aware those are the two areas where it comes in.

Mr. Parrott: Right. Plus the point that Mr. Roy continued on.

Mr. Lawlor: There all kinds of hidden—

Mr. Parrott: We will hope that is value for service rendered to society and we are not contesting that.

One last question that I would like to ask is, are the expenses of a witness covered

under legal aid or is it simply for the fees of the legal counsel? In other words, if I were accused and I qualified for legal aid, my legal counsel is paid for—

Mr. Singer: The disbursements are paid for. No question.

Mr. Parrott: No question about that?

Hon. Mr. Bales: Yes.

Mr. Parrott: Does that matter whether the man is proved guilty or innocent?

Mr. Roy: That is mostly in civil cases.

Mr. Singer: In both.

Mr. Parrott: In both?

Madam Chairman: Just wait a moment, the minister will give you an answer, Mr. Parrott.

Hon. Mr. Bales: You see, you get your taxing of the bill. That is one of the things the gentlemen were complaining about a few moments ago; about sending in their bills and the taxing officer being too difficult. All of these things have to be set out and itemized; then they are taken before a taxing officer who is retained within the legal aid office, and he taxes it on a schedule of fees established for legal aid cases.

Mr. Parrott: But if the client required a witness and he had considerable out-of-pocket expenses, would those be paid?

Hon. Mr. Bales: Yes, they are included in the bill.

Mr. Singer: On occasion.

Mr. Parrott: In civil matters.

Mr. Singer: You have to get special authorization. I had a medical negligence matter that I handled.

Mr. Parrott: Did you have to get an expert?

Mr. Singer: I had authorization. I got special authorization to retain what experts I saw fit.

Mr. Parrott: The reason I asked that question is I have a case in point in which a witness was required to come a considerable distance and his travel expenses were denied, and are even to this time. He was a key witness in getting this particular client an acquittal.

Hon. Mr. Bales: What kind of a case was it?

Mr. Parrott: Legally, I am not too clear about the terms.

Hon. Mr. Bales: Was it a civil case, or was it a criminal?

Mr. Parrott: I suppose if that is the word for an accident, it was a theft of a car. Is that civil?

Hon. Mr. Bales: No. It is criminal.

Mr. Parrott: Okay, all right. I don't get the difference between civil and criminal.

Hon. Mr. Bales: One in which the person is charged with a wrongdoing is criminal.

Mr. Parrott: All right then, it was a criminal case. He was acquitted, and the witness came from a very considerable distance, being in Vancouver, and the cost of that transportation was denied.

Hon. Mr. Bales: Was he a defence witness?

Mr. Parrott: Yes.

Mr. Singer: I wonder if the lawyer sought authorization in advance, because he must have known that that witness would have—

Mr. Parrott: Yes, but he didn't get authorization in advance. He subsequently proved to be a very key witness.

Hon. Mr. Bales: Perhaps you can appeal the bill.

Mr. Parrott: Where would you appeal this type of procedure?

Hon. Mr. Bales: To the legal aid.

Mr. Parrott: Right. I think the expense—

Mr. Roy: I think the member for Oxford has made a very valid point. In that area there are certain weaknesses in the legal aid system. Maybe your change of legal accounts officer might help that.

Hon. Mr. Bales: That they are over-stringent?

Mr. Roy: Pardon me?

Hon. Mr. Bales: They are over-stringent?

Mr. Roy: No question about it that they were. When you are involved in a busy practice and you have to keep appealing decisions it throws a wrench in the wheels of the procedure.

Mr. Parrott: I think the point was made, too, by Mr. Singer that we are now able to get some testimony in divorce cases that we weren't able to, if you will, afford previously. This is the situation here, so there is an appeal mechanism to this particular case.

Mr. Singer: Fine.

Mr. Parrott: I want to make the point that I think the expenses of a witness are perhaps as important as those of counsel and I want to be assured of that. Not as important, of course, with all due respect.

Mr. Roy: You made a good point.

Madam Chairman: Thank you, Mr. Parrott, Mr. Haggerty.

Mr. Haggerty: Yes, Madam Chairman, I would like to ask the minister a question dealing with the divorce fees that have been greatly reduced in the last two or three days by an amount of about \$200. For the services rendered through a lawyer through legal aid, are these fees negotiated by government or by the Law Society?

Hon. Mr. Bales: The Law Society has set out a new schedule in reference to uncontested divorces and substantial reduction—there is also a block fee, or a total fee, for contested divorces. The big reduction has come in the uncontested divorces because there isn't the same amount of work involved in that. Of course, that fee is set and then he gets three-quarters of it—the fee is now \$400 and you get 75 per cent of that.

Mr. Haggerty: Are all fees or tariffs that are handled through legal aid—are they negotiated by you perhaps?

Hon. Mr. Bales: No, they are not negotiated by.

Mr. Haggerty: Why not?

Hon. Mr. Bales: We are advised of them because under the Act, there's close contact on it, but under the Act the Law Society is the body that is charged with the responsibility of administering the legal aid system.

Mr. Haggerty: How often do they review the tariff charges under the legal aid system—

Hon. Mr. Bales: There are different reviews going on—

Mr. Haggerty: —continuously?

Hon. Mr. Bales: Continuously. They don't wait every two years, for example, but they review different areas of it. I just said that there were some changes at the end of May, for example.

Mr. Singer: We have had legal aid for, what, three years? And just in the last few days we have had almost a complete new tariff.

Mr. Roy: Have we?

Hon. Mr. Bales: At the end of May; May 30.

Madam Chairman: Mr. Haggerty, is that the finish for you?

Mr. Roy: While we are on this point, Madam Chairman, this was the first review for most of these tariffs, was it not? I mean, they hadn't changed over the three-year period?

Hon. Mr. Bales: There have been partial reviews, but this one was the most extensive review.

Madam Chairman: Is that complete from you, Mr. Haggerty?

Mr. Haggerty: I just wondered why, when the new fees are established, why the Law Society shall set the rate? Why isn't it negotiated by the government itself? After all, it's the taxpayers that pay the shot.

Hon. Mr. Bales: The Law Society have people more expert in dealing with the fees schedules in the whole profession. They deal with it regularly.

Mr. Haggerty: You mean to tell me that the government couldn't sit down and negotiate a fee?

Hon. Mr. Bales: I think they can do a better job than bringing in our particular people or assigning our people to do that work. If they are going to have the control of the whole thing, I think they should. They keep in close touch with us and every month a report comes to me on that matter.

Mr. Haggerty: They are a bargaining agent within themselves?

Mr. Roy: Just to clear things up, my friend has made insinuations that the Law Society—

Hon. Mr. Bales: That they are padding their own pockets.

Mr. Haggerty: I didn't use the word "padding," but it's a good word.

Hon. Mr. Bales: That is not so. Let's make it quite clear.

Mr. Singer: Madam Chairman, could I add one word here? The tariff of fees—the new one that I just referred to—took all of the fees down.

Mr. Roy: Down?

Mr. Singer: Yes, down—contrary to the tariff of fees in some other professions.

Mr. Roy: Just before we move off this point. I think the air should be cleared.

Madam Chairman: You have just had it cleared.

Mr. Roy: No, Madam Chairman, not at all. We are left with some very insidious—

Madam Chairman: If you want to add a supplementary question, Mr. Lawlor is waiting to ask a supplementary question. Perhaps you could wait and hold your question and let Mr. Lawlor do his because he asked to do it quite a while ago.

Mr. Roy: Yes, but is it on the same point.

Madam Chairman: Perhaps you can wait and we'll go into fees in a few minutes if you want to discuss those at length.

Mr. Roy: Why don't we just clear the air on the fees, Madam Chairman?

Madam Chairman: Let's clear the air on the fees when we get around to it on the speaking sheet.

Mr. Singer: He is not interrupting a person who is making a point.

Madam Chairman: You have made a number of interruptions, Mr. Roy, and I think the other speakers have been quite patient. Mr. Lawlor, you have a supplementary question?

Mr. Lawlor: Highly beneficial, those interjections that Mr. Roy is making—

Mr. Singer: The whole purpose of these committees is that we can deal with the point until it is exhausted and then go on. If you get it too structured you spoil the whole thing.

Mr. Lawlor: You are the new girl around here—

Mr. Roy: And I am the new boy, Madam Chairman—

An hon. member: Maybe we should clash here.

Interjections by hon. members.

Mr. Roy: My comments are very brief and maybe this will clear—

Madam Chairman: Mr. Lawlor has already started, let him have it now.

Mr. Lawlor: We were elected to office because we happen to be amenable individuals.

Madam Chairman: You really are very nice to work with. You are all so reasonable.

Mr. Lawlor: I want to refer to the communique of the Law Society of May 19 this year where the chairman and vice-chairman of the legal aid committee went to England and studied their plan. In the course of that, they said something very curious.

They studied the English system of selecting counsel, the question of unmet legal needs, and the extension of legal counselling service, as well as the ethical considerations raised by pro bono efforts by the private bar.

You know, that bothered me. What does that mean, "as well as the ethical considerations raised by pro bono efforts?" Pro bono efforts I would take to mean where a lawyer, out of his good will and grace, does something free of charge.

I hope that this doesn't mean that the society is indicating some jealousy of its monetary prerogatives in one way or another. Surely, a practising lawyer, meeting inside or outside—and I'm sure the legal profession still gives considerable amount of advice quite free of charge—I hope it isn't the intention to move in upon this Latin phrase and to, in any way, try to bring severe restrictions upon that. That would be a dangerous move.

If that's what part of the altercation over the Parkdale storefront was, then—I know it has been resolved tentatively and for the nonce; but at least there will be some voices raised in this Legislature if any severity is placed upon the gratuitous giving of advice. I think that this is perfectly legitimate, that the legal profession does well enough for itself in monetary terms without having to moot anything of this nature.

Madam Chairman, there are several questions, straight questions that I would like to ask the minister. Has anybody any idea what percentage of the total criminal cases being tried in the Ontario courts are covered with legal aid?

Hon. Mr. Bales: No, I don't have that.

Mr. Lawlor: Any idea at all? Fifty per cent of them?

Hon. Mr. Bales: Well, I think it might be; but I have to tell you that that's an educated guess. But no more than that.

Mr. Lawlor: And far less in terms of proportions with respect to civil litigations, I would take it?

Hon. Mr. Bales: Right!

Mr. Lawlor: Now this may be outside your jurisdiction, Mr. Minister. I'd like to have sometime a sample—maybe one, or two, or three samples—of representative cases of people who made applications to legal aid and have been turned down. I say, maybe it is outside your jurisdiction, because it may be the monetary grounds that would have them rejected. If any kind of sampling of that kind could be given, I think it would give us a fair insight as to how the legal aid system is working, so far as the rejections are concerned. Or acceptances, for that matter.

Hon. Mr. Bales: We can ask them for a report on the cross-section on the grounds on which they—

Mr. Lawlor: Could you do that?

Hon. Mr. Bales: —have turned them down.

Mr. Lawlor: That's very good of you. Thank you very much.

Hon. Mr. Bales: Not dealing with individual cases, but just on a general basis.

Mr. Lawlor: I think that's all I have, thank you.

Madam Chairman: Right! Has Mr. Roy—is he coming back?

Mr. Singer: He might; or he might not.

Madam Chairman: Right! Well perhaps then he can take up his matter with the minister a little later on when he comes back. So we have item 5 of vote 1001.

Mr. McIlveen: Madam Chairman, can I ask the minister what percentage of legal

aid cases are by county? Are they pretty well standard across the province?

Hon. Mr. Bales: We have them itemized by county but we can't give you a percentage of the number of people in the county, and the number of legal aid cases; no.

Mr. McIlveen: I really meant with populations—you would have populations in counties and the number of legal aid cases.

Hon. Mr. Bales: Those statistics have not been developed.

Mr. McIlveen: They haven't been developed?

Hon. Mr. Bales: We can give you a comparison of the number of cases in one county with another but they would be in actual figures, not in percentages of population.

Mr. McIlveen: Where would you get those?

Hon. Mr. Bales: You were provided with a report earlier this year. I filed it, I think, on April 25 and you would find all the statistics in there.

Mr. Lawlor: I have one further question, with your permission, Madam Chairman, which has to do with legal aid granted to people who are to some extent capable of making payment and therefore falling in debt to the Legal Aid Plan. The sum became quite large, as I remember last year; how is that getting along? Is the sum increasing? Have they made inroads in collecting these outstanding debts?

Hon. Mr. Bales: Quite frankly, the rate of collection is relatively low in my view. It is about 10 to 12 per cent, in that area.

Mr. Singer: How much is owing presently?

Madam Chairman: Mr. Roy, do you wish to raise your question?

Mr. Roy: Yes, can I come in here? I take it that—

Mr. Lawlor: Wait a minute, I haven't quite finished.

Madam Chairman: I am so sorry.

Mr. Singer: You can't let Mr. Roy interrupt Mr. Lawlor.

Mr. Lawlor: I kept the vote open for you.

Mr. Roy: Madam Chairman, I am not being fairly treated.

Madam Chairman: I am sorry, I thought Mr. Lawlor had concluded.

Mr. Lawlor: What is being done in terms of rectification? What action is being taken to collect this large sum of outstanding money?

Hon. Mr. Bales: Madam Chairman, to answer Mr. Singer's question, out of some other statistics we have, as of April 30, it was \$1,635,000.

Mr. Lawlor: That is a large sum.

Mr. Singer: That's a lot of money.

Hon. Mr. Bales: Remember, quite a number of those were people who were in jail; their income was pretty low.

Mr. Lawlor: At the same time they were also people who had gone through the sieve of the Community and Social Services interrogation. It was arrived at that they were capable, on the basis of income, of meeting those demands. They give them a pretty shrewd assessment. There must be some defect in that screening procedure, if I may say so.

Hon. Mr. Bales: There is followup on it. When I was down at the legal aid recently, we had discussions on this but the figure is about 10 to 12 per cent. It is higher in Britain.

Mr. Lawlor: I won't make any comments upon the English this afternoon. I wouldn't doubt that.

It seems almost that legal aid is going to have to hire some legal aid in order to proceed. It is going to have to have a special branch, a collection agency, with lawyers getting legal aid fees for taking these matters before the small claims court, basically, I suspect, in order to collect these. Has a number of suits been initiated?

Hon. Mr. Bales: They have a regular system of collection.

Mr. Lawlor: Are judgements obtained?

Hon. Mr. Bales: Yes.

Mr. Lawlor: Could I have the figures on it somewhere along the line for the total number of claims, against the judgements that have been obtained with respect to those?

Hon. Mr. Bales: I don't have those here.

Mr. Lawlor: But you can get them for me, Mr. Minister? Fine.

Hon. Mr. Bales: I'll try to.

Mr. Drea: Madam Chairman, I certainly hate to accuse the member for Lakeshore of some patrician attitudes but I think it is a realistic fact of life that people's circumstances change, even over a period of two or three months. While they may have been judged able to pay, they may not now be in a position to pay and even a suit in small claims court may be very well held by the referee. I think this is a norm of life.

Hon. Mr. Bales: You also have to take into account that where a judgement could pay part money, a number of those people are in jail.

Mr. Drea: Yes, and also some others whose circumstances may have changed.

Madam Chairman: Excuse me, Mr. Drea, Mr. Roy is next.

Interjections by hon. members.

Mr. Roy: I am glad to hear, Madam Chairman, that Mr. Drea doesn't get any special privileges around here.

Madam Chairman: I think we are all equal members of this committee.

Mr. Roy: Mr. Minister, I want to get this matter very straight and to take away the innuendo that my friend, Mr. Haggerty, might have raised here. I take it that you, as the Attorney General of this province, are quite satisfied with the tariffs that are being set by the Law Society of Upper Canada.

Hon. Mr. Bales: Those tariffs are set by the Law Society. They have to be submitted to us. They are reviewed by our staff—we don't set the initial tariffs; the work is done—and then they are presented to cabinet for approval. Therefore, they go through a regular screening process, but we do not do the initial work. We think that they have greater expertise in this, since they are administering the plan, they are dealing with schedule of fees on a regular basis, the taxing officers are part of the legal setup and so on. I am satisfied at the moment.

Mr. Roy: I think you should be, Mr. Minister, because I for one—and I suppose many of my confreres in the profession—sometimes feel that we would be in better hands if the fees were set by the government.

Hon. Mr. Bales: They might be a little more.

Mr. Roy: I suggest that it would be.

The final question, Madam Chairman, with your permission, is in the area of the amended tariffs that were brought in at the end of May. I take it that the most radical change in these tariffs is the fact that you have set limits on preparation; for instance, you cannot have more than so many hours or so much money expended for preparation in a murder case, robbery and so on. Is that not the case, and that the other tariffs have stayed pretty well the same?

Hon. Mr. Bales: That's right. The court tariffs, the time for court and so on have stayed relatively the same, I think. But there was a considerable amount of money spent in variable numbers of hours for preparation.

Mr. Roy: Was that caused at all by the publicity that was given about this Kingston trial, where lawyers seemed to have very many hours. I know that was a special problem, because some lawyers were travelling from Toronto to Kingston and this type of thing. Did that have anything to do with that? Or does it relate to murder or homicide cases generally?

Hon. Mr. Bales: The new schedule of fees was in preparation before that, but in one of those accounts, as I recall it, there was a substantial amount in reference to preparation, which was taxed down.

Madam Chairman: Is that it, Mr. Roy?

Mr. Singer: That was the gentleman who said, "If you don't want to pay it, I don't care if you don't pay me anything." But he did accept the reduced amount, didn't he?

Madam Chairman: Is item 5 carried?

Mr. Singer: No.

Madam Chairman: Oh, come.

Mr. Singer: On this schedule, Mr. Minister.

Madam Chairman: Can you ask a quick question, Mr. Singer?

Mr. Singer: Well, I don't know whether it will be quick or not. It depends on the answer.

Madam Chairman: You have already had a time to speak, so have you got a supplementary question?

Mr. Singer: Well, I have as many times to speak in these estimates, Madam Chairman, as I choose to.

Madam Chairman: No, I—

Mr. Singer: And I don't like this kind of admonition. I think it is nonsense.

Madam Chairman: I am sorry. Speak once to an item and ask supplementary questions.

Mr. Singer: I have a question. Whether it is supplementary, incidental or new, I have a question and I am going to ask it.

Mr. Lawlor: Don't walk out now, Vern. Stick around. I am going to ask it.

Mr. Singer: In the schedule of this report, there are a couple of figures that I am not sure I understand. In the united counties of Northumberland and Durham, for instance—

Hon. Mr. Bales: Page 18?

Mr. Singer: Yes—or 19. In the united counties of Northumberland and Durham, there were 608 applications and 622 certificates, which seems to be an excessive amount of zeal. How do we arrive at that?

Hon. Mr. Bales: Well—

Mr. Singer: Similarly, in the counties of Prescott and Russell, there are 181 applications and 194 certificates.

Hon. Mr. Bales: But an application might have been made in the previous year, and dealt with in the next year.

Mr. Singer: That's a pretty good record for those two counties.

Madam Chairman: Is that it, Mr. Singer?

Mr. Singer: Yes, Madam Chairman.

Madam Chairman: Item 5, carried? Carried. Thank you.

It being 6:02 o'clock, p.m., the committee took recess.

CONTENTS

Thursday, June 22, 1972

Law officer of the Crown programme, continued	S-1471
Recess	S-1499



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Attorney General

Chairman: Mrs. M. Scrivener

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Thursday, June 22, 1972

Evening Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, JUNE 22, 1972

The committee resumed at 8:15 o'clock, p.m.

ESTIMATES, MINISTRY OF ATTORNEY GENERAL

(continued)

On vote 1002:

Madam Chairman: Mr. Minister and gentlemen, we will come to order. The substitutions I have this evening are: Mr. Roy for Mr. Braithwaite; Mr. Shulman for Mr. Cassidy—Mr. Cassidy has been reinstated; Mr. Deacon for Mr. Haggerty; Mr. Lawlor for Mr. Stokes, Mr. Singer for Mr. Worton.

We are on page 104, vote 1002, item 1. This vote is ministry support services programme. Item 1 is programme administration. I'll ask you to speak once to an item and ask supplementary questions thereof after. Does someone wish to discuss programme administration?

Mr. V. M. Singer (Downsview): Madam Chairman, on a point of order, at this point I don't think you have any right to ask anybody to speak once or twice or—

Madam Chairman: Sorry, Mr. Singer, this is now the third ministry that we have examined—

Mr. Singer: I am going to continue as long as you attempt to impose your will.

Madam Chairman: We did announce this—

Mr. Singer: I am not going to accept that, I will speak as many times—

Madam Chairman: We did announce this at the very beginning and there was no one who voiced any objections.

Mr. Singer: Well I don't care, Madam Chairman. That is not the way committees are run—

Madam Chairman: Well, this is the way this committee is run.

Mr. Singer: —and I am not going to accept that ruling.

Madam Chairman: This is the way this committee is run.

Mr. Singer: The member for Lakeshore (Mr. Lawlor), mentions supporting me on this. I am not going to accept that kind of arbitrary dictation.

Madam Chairman: I am sorry, this is the way this committee is run.

Mr. Singer: You have no right to do it. I'm going to stay here and I'm going to speak as often as I deem proper on the appropriate votes.

Mr. P. D. Lawlor (Lakeshore): We haven't even had a vote, Madam Chairman, to allow you to impose your will tonight. Call a vote.

Madam Chairman: The first item is item No. 1, programme administration. Does anyone wish to speak to this?

Mr. M. Shulman (High Park): What is this about?

An hon. member: Carried.

Madam Chairman: Is it carried?

Mr. Singer: No it isn't carried.

Mr. A. J. Roy (Ottawa East): Nice going, Doc!

Mr. Lawlor: Give us a short résumé, Mr. Minister, if you will, of programme administration. What does it imply?

Hon. D. A. Bales (Attorney General): It is the administration of the various programmes of the department.

Mr. Shulman: Well, what are these?

Mr. Roy: That is helpful.

Mr. Singer: I would never have thought it.

Mr. Lawlor: Don't worry about it, Morty, it is only machinery.

An hon. member: Who started it all?

Mr. Lawlor: These wretched technocrats.

Mr. Singer: Who is in charge of this whole programme of ministry support service? How does it work?

Hon. Mr. Bales: You have got all the courts—administration of justice, the administration of the courts; that takes a great deal of financial backing and other matters. This is the group within the ministry that assists in all of that very essential backup of the courts and all the other works.

Mr. Singer: But all of those things have separate votes. That vote, to my recollection, is something new. I don't recall seeing this particular vote in previous years. I was wondering why you picked out these items and show them as a separate vote?

Hon. Mr. Bales: I believe that it has been a vote in the ministry estimates for the last two years.

Mr. Singer: Has it?

Hon. Mr. Bales: So I am told. I have no personal knowledge as to whether that is a fact or not.

Mr. Singer: You may be right. Well, who in fact is in charge of this particular part?

Hon. Mr. Bales: Mr. Pukacz, who is here.

Mr. Roy: That has nothing to do with the courts. Is this the first one?

Mr. E. K. Pukacz (Executive Director): This is the backup service, in other words financial management, personnel, systems development, internal audit, programme evaluation, and, of course, the office services.

Mr. Roy: But the programme of administration is such that it doesn't have anything to do with the courts, does it? That is under vote 1005, isn't it?

Mr. Pukacz: Yes, we provide services for all programmes. Personnel services, financial services, accounting, auditing and all these types of service such as systems, evaluation, economics; this type of thing.

Mr. D. M. Deacon (York Centre): Do you have performance programme budgeting, in effect, for the ministry?

Mr. Pukacz: Yes, budgeting for the programmes in total is in effect.

Mr. Roy: For instance, salary and wages here, \$60,000; who are you paying for that? I mean you can't have too large a staff there.

Mr. Pukacz: No, the \$60,000 is for the records management supervisor, for myself—

Hon. Mr. Bales: His immediate staff!

Mr. Pukacz: —forms development supervisor and two secretaries; that is all that is there.

Mr. Roy: I see.

Madam Chairman: Is there anything further on this item?

Mr. Shulman: I would like to ask a question, but I am not sure whether I am on the right vote or the wrong vote, so I'll ask you first before I go into it. If this has to do with the administrations of the courts, has it anything to do with the duties of the senior judge of the Province of Ontario?

Mr. Pukacz: No, that is vote 1005.

Madam Chairman: Anything further on this item? Carried. On item 2, financial management.

Mr. Lawlor: On financial management, I am looking at page 9-12 of the last public accounts, 1970-1971. Under financial management the sum is \$780,776. In these estimates that sum appears as \$823,976. Why? What is super-added by way of things being brought in that makes the discrepancy between the two figures?

Hon. Mr. Bales: Excuse me, you are looking not at the estimates for this year but the accounts for last year?

Mr. Lawlor: I am looking at the public accounts for 1970-1971.

Mr. Pukacz: Yes it was \$823,976.

Mr. Lawlor: It is not reduplicated here. When you say your actual expenditures were considerably higher, in other words, one is not reflected in the other. I know you brought in other departmental responsibilities, but I'd like to know—

Mr. Pukacz: The 1970-1971 expenditure is \$823,976.

Mr. Lawlor: Right.

Mr. Pukacz: Last year estimated expenditure was \$834,600—

Mr. Lawlor: That's right.

Hon. Mr. Bales: This year \$775,000.

Mr. Pukacz: And this year only \$775,000.

Mr. Lawlor: Please stay with me; stay with the actual expenditure for 1970-71 only.

Take a look at the public accounts and you will see under the item of financial management the sum of \$780,776.

I suspect that discrepancy, Madam Chairman, is caused by something being brought in from some other area. I'm quite prepared to await the reply from the minister. If I may go on: Do you use the central purchasing?

Mr. Pukacz: Yes, we do use it. For all major purchases we are using the Ministry of Government Services; for our printing we use the Queen's Printer arrangement, which is now part of Government Services.

We don't make any major purchases by the ministry; except of legal forms because they have to be devised, but we do issue contracts by calling for tenders.

Mr. Lawlor: Who do you get your legal forms from? Dye and Durham?

Mr. Pukacz: From several.

Mr. Lawlor: From several houses?

Mr. Pukacz: From several! We don't stick to any one, and most of it is done through the Queen's Printer.

Mr. Lawlor: I have no further questions—oh, sorry.

Mr. Pukacz: We have quite a lot of printing and duplicating done by Government Services. It is much—

Mr. Lawlor: In terms of legal forms of one kind or another?

Mr. Pukacz: Even legal forms as well.

Hon. Mr. Bales: They do their own.

Mr. Pukacz: It is a duplicating system.

Hon. Mr. Bales: They are not legal forms that you and I might use, if I practised law, but rather forms within the department. They frequently make up and mimeograph and reprint their own.

Mr. Lawlor: I see.

Hon. Mr. Bales: We will reconcile that other matter for you.

Madam Chairman: Right. Is there anything else on this item?

Item 2 carried.

Madam Chairman: Item 3, internal audit.

Mr. Deacon: Are you preparing on the internal audit to take over the pre-audit function?

Mr. Pukacz: Yes. It will be under the comptroller rather than internal audit. Internal audit is used mostly for management audit of our branches. In addition we have approximately 450 offices in the province which are audited regularly. Also they do the investigation if there is any misappropriation of funds. They do all the investigations and appear in court.

Mr. Deacon: Yours was not one of the departments to which the Provincial Auditor turned over pre-audit was it?

Hon. Mr. Bales: It's going to be turned over.

Mr. Pukacz: It's going to be in October.

Mr. Deacon: Not until October?

Hon. Mr. Bales: We are working toward it. It will be as early as possible, but by October.

Mr. Deacon: By October. Have you taken steps—for example, what are your procedures in connection with your purchasing procedures, the control of that and ensuring that there is proper control of certification that goods have been received before they are paid for?

Mr. Pukacz: In the Ministry of the Attorney General we have to be very careful. We haven't had any problems up to now.

Mr. Deacon: You mean as far as any cars coming in the wrong colour are concerned?

Mr. Pukacz: We have to be more careful than anybody else.

Hon. Mr. Bales: You better get the true story on that, Donald.

Mr. Deacon: Pardon?

Hon. Mr. Bales: You have to get the true story on that one.

Mr. Deacon: The true story is what we have got on the record, Mr. Minister, so I

understand. If we haven't, I think we should ask that that one be reviewed.

Hon. Mr. Bales: We have one item that we were asked about in reference to goods that came in after March 31. There was a satisfactory explanation for it.

Mr. Deacon: What was that one item?

Hon. Mr. Bales: It was in reference to—

Mr. Pukacz: The purchase of luggage for the Police Commission, which is not with us any more. The goods were delivered—

Mr. Deacon: Those were the two.

Mr. Pukacz: —in April and were paid for in April and there was no question.

Mr. Deacon: But the police car purchases at that time—

Mr. Pukacz: This doesn't come to us because they have a separate administration.

Hon. Mr. Bales: My car is the same one that was referred to. I carried it over from one ministry to the next.

Mr. Deacon: You mean the car that was acquired when you were Minister of Municipal Affairs is now in the Attorney General's ministry?

Hon. Mr. Bales: Right!

Mr. Deacon: But that was the car where we—

Hon. Mr. Bales: Do I really need a car? Well, I go by bicycle a lot of the time.

Mr. Deacon: That was the car that actually had been paid for before it was delivered.

An hon. member: In another ministry.

Mr. Deacon: But in the other ministry.

Hon. Mr. Bales: It's the car that stayed in the garage for a long time until—

An hon. member: Oh come on; get off there!

Mr. Deacon: I don't think we'll get off that at all, particularly if you suggest it.

Mr. Roy: Why not be responsible over there? We are performing our function over here.

Madam Chairman: Is that all for you, Mr. Deacon?

Mr. Deacon: Yes.

Madam Chairman: Anything else on item 3? Carried?

Mr. Singer: On the internal audit, is this the place where you gather in the moneys that are collected through the various court offices? Where is that?

Mr. Pukacz: Internal audit is the branch that controls all the money collected in various offices; it also checks all the expenditures, because we have more than \$2 million in an advance account to pay witnesses' fees and expenses and jurors' fees and expenses. They have to be paid straight away; so we pay them from an advance account and the auditors check this advance account regularly.

Hon. Mr. Bales: From various offices throughout the province.

Mr. Pukacz: And we continue to audit the land registration system and the part of the Solicitor General that has been transferred; we have contracts with them.

Mr. Singer: And what is the role of the Provincial Auditor then?

Mr. Pukacz: Now they will be on post-audit. In other words, after we present our annual accounts, they will come back like the outside auditors and check to see whether everything was done properly.

Mr. Singer: Isn't what you just described the post-audit? If you are auditing the money they've collected, that's a post-audit.

Mr. Pukacz: Yes, we have always had it in our department.

Mr. Singer: So, in fact, there are going to be two post-audits. You are going to post-audit your own offices, and then the Provincial Auditor is going to post-audit them again.

Mr. Pukacz: No, this is another internal audit, where we can control it practically on a monthly basis and the Provincial Auditor can do it perhaps once a year. This is something that allows us to keep our hands on all revenue and expenditure as it is done.

Madam Chairman: Have you anything further, Mr. Singer?

Mr. Lawlor.

Mr. Lawlor: Poor old Mr. Spence has suffered enough flagellation for the time being, I suspect. They are going to change everything under the impact of the committee

meetings. But I understood that the Department of Justice was free of the Provincial Auditor's scrutiny.

Mr. Pukacz: No, this has been removed already. There used to be an auditor of judicial accounts, but this function was eliminated, I think in 1966. All accounts in the administration of justice are subject to internal audit and to audit by the Provincial Auditor.

Mr. Lawlor: Yes, but you are not beholden to the Provincial Auditor anyway in the same way as any other department. There is a special section in the Audit Act that says he cannot question you.

Mr. F. W. Callaghan (Deputy Attorney General): That is only in certain cases.

An hon. member: In one case only.

Mr. Callaghan: And on warrants of the minister or the deputy, I guess.

Mr. Lawlor: Yes, that's right. If the minister issues a warrant, that cannot be questioned.

Mr. Callaghan: That's very restricted.

Mr. Pukacz: Very restricted.

Mr. Callaghan: It's hardly ever used.

Mr. Lawlor: And that's the only department of government in which this is so.

Mr. Callaghan: Yes, that's right. That was primarily used, historically as I understand it, for granting of rewards for the capture of criminals and things of that sort.

Mr. Lawlor: As a result of the takeover of the administration of justice from municipalities, did your staff greatly expand? You mentioned a moment ago that jurors' fees have to be paid forthwith and whatnot, but I don't notice any great alteration in 1970-71.

Mr. Pukacz: We took over on Jan. 1, 1968.

Mr. Lawlor: Yes.

Mr. Pukacz: We have taken over more than 1,600 staff from municipalities and from courts, and certainly this has been reflected quite considerably in the budgets of 1967-68 and 1968-69.

Mr. Lawlor: No, we meant to—

Hon. Mr. Bales: Mr. Lawlor, would you mind lending your public accounts book to Mr. Parfitt, who is right behind you?

Mr. Lawlor: Oh, yes, fine.

Hon. Mr. Bales: You asked a question; I think we may be able to clear it up for you.

Mr. Lawlor: Fine, thank you.

Madam Chairman: Thank you, Mr. Lawlor. Item 3 carried? Carried.

Item 4, office services.

Mr. E. W. Martel (Sudbury East): What does that mean?

Hon. Mr. Bales: Office services.

Mr. Pukacz: Office services means provision of goods, provision of mail services, provision of transportation services, distribution of forms, central stock of forms, this type of thing.

Mr. I. Deans (Wentworth): What do you want to ask those sensible questions for?

Mr. Martel: I'll think about that.

Madam Chairman: Item 4 carried? Carried. Item 5, personnel management.

Mr. Deacon: Madam Chairman, what is the delineation between responsibilities covered under this particular vote and the Civil Service Commission in the employment and selection of people? Are you responsible for their selection and then they give their approval?

Mr. Pukacz: We are responsible for the selection of employees within the Public Service Act, and the selection is done this way; if the Civil Service Commission provides the advertising services, it makes a shortlist after deciding whether applicants are qualified, and we do the selection for the purposes of the department from the list. And we maintain all the personnel records.

Madam Chairman: Item 5 carried? Carried. Item 6, programme planning and evaluation.

Mr. Deacon: Is this where your programme budgeting comes in?

Mr. Pukacz: This is programme-planning-budgeting system.

Mr. Deacon: Is this more than just budgeting? Are you doing a post-evaluation?

Mr. Pukacz: We do post-evaluation, re-evaluation of programmes and activities; and also we do the planning on a five-year basis, the multi-year forecast we call it.

Mr. Deacon: Are you finding that this is helping to show up any areas or any activities that are redundant?

Mr. Pukacz: It does quite a lot. As a matter of—

Mr. Deacon: Can you give us an example of that? Of what has been—

Mr. Pukacz: Oh, yes. As a matter of fact we have looked at the programmes relating to the administration of justice and as a result of this review the Law Reform Commission was requested to review all court operations, and at the same time we have a review of administrative services within the ministry.

Hon. Mr. Bales: There's been a change within the ministry in the form itself.

Madam Chairman: Item 6 carried? Carried. Item 7, systems development.

Mr. Pukacz: Systems development deals with, let's say in Toronto courts at the moment we are hiring computer services from Metro Toronto and city of Toronto for the operation of the criminal court in Toronto. They are now working on the plan that we can hook these services into the Transportation and Communications computer, which will be cheaper.

On the other hand, Transportation and Communications already has a lot of files relating to drivers, to cars and so on which are useful in the administration of the Highway Traffic Act as far as offences are concerned. This is one of the projects, and we are working towards the integration.

Another programme which they have developed—

Mr. Lawlor: Sorry, the integration of what?

Mr. Pukacz: Integration of the courts system.

Mr. Lawlor: The highway traffic situation?

Hon. Mr. Bales: The courts system, dealing with the Highway Traffic Act offences.

Mr. Deans: Through a computer?

Hon. Mr. Bales: That's right. There would be no point in setting up a duplicate system. What we do, through this means, is use their information.

Mr. Deacon: Is this storing records of people, for example in traffic offences and other offences, in this computer?

Mr. Pukacz: This is a federal-provincial programme, which we call CIPIC. They are introducing a central record of all criminal

offences, and at the same time we are putting some of the provincial stuff on it, like committal warrants and things like that.

Mr. Roy: Just on that item, sir, as far as records and things and points being lost as a result of Highway Traffic Act offences and this type of thing are concerned, isn't that done over at the Ministry of Transportation and Communications?

Hon. Mr. Bales: That's right; entirely!

Mr. Roy: But you're trying to do what here?

Hon. Mr. Bales: To tie it in with individuals who have received convictions; in reference to fines, etc., so that we can correlate our records as between the two departments.

Mr. Roy: But what's the purpose of that?

Hon. Mr. Bales: Well, in reference to unpaid fines and so on.

Mr. Roy: Yes, I can see unpaid fines; but if you get records that are no good to you under the Highway Traffic Act as far as court—

Mr. Pukacz: Yes, but let's say we issue summonses under the Highway Traffic Act. We have to check now every personal record of every driver or owner of the vehicle, but the Department of Highways has already a complete record of all operators. They will soon have a record of vehicles. In other words, they will have a complete set of information.

Added to it will be, perhaps, the information which comes from the police that somebody has committed an offence. So we immediately have available all background information in this file. So we just add this information, which is taken from the summons. They can produce court calendars for us and all this type of thing.

Mr. Roy: Who has access to those records?

Mr. Pukacz: At the moment, the only people who have access are in the Department of Transportation and Communications.

Mr. Roy: The police force, I suppose?

Mr. Pukacz: The police force by inquiry, the same as any other.

Hon. Mr. Bales: They ask for it the same as the public asks for it.

Mr. Roy: What about an individual, a lawyer or somebody who is asking on behalf

of his client, being able to check your records for a particular warrant or something of this nature?

Mr. Pukacz: This is provided.

Mr. Roy: That is provided as well?

Mr. Pukacz: Yes, if it is a client. But not on other than a client.

Mr. Roy: If I want to find out if Pat Lawlor has got anything on file—

Mr. Pukacz: You won't get it.

Hon. Mr. Bales: No way.

Mr. Lawlor: Thank you very much.

Madam Chairman: Anything further on item 7?

Mr. Lawlor: I want to explore it a bit further. There is a joint project, federal-provincial, on highway traffic with respect to criminal offences, and there is a highway traffic systems analysis. Are you trying, in any way, to computerize the operations of the courts?

Mr. Pukacz: In Toronto, yes. It is the only place where it is worthwhile. We have already computerized. In Toronto, however, we use the services of the city of Toronto and Metro Toronto because the Criminal Court in Toronto was taken over in 1968 from Metro; we have retained their services up to the present time. At the moment, we are working with the Metropolitan Toronto municipal police force; they have a computer system. We are working with those two municipalities; we are trying to have it taken from municipal supervision and have it under the provincial government.

Mr. Callaghan: It also is a means of trying to obtain a more reliable data base for the use of the court facilities, such as the times the prosecutors spend in court, the times the judges sit in court; the actual use of the court facilities.

Mr. Lawlor: Have you got a programme now?

Mr. Callaghan: We are trying to develop systems.

Mr. Lawlor: You are going to balance the system?

Mr. Callaghan: That's right. This is the outfit that is doing it. They are developing systems and making returns from the courts

into the department so we have some idea as to what is going on.

Mr. Lawlor: Is there anything else that you are doing in your systems programme?

Mr. Pukacz: Yes, one of the bigger programmes is personal property security.

Mr. Lawlor: That's a big job.

Mr. Pukacz: Yes, it is done by us in co-operation with the new Ministry of Consumer and Commercial Relations. This programme is very well advanced and we hope we shall be able—that is, the other ministry with our assistance—to introduce it within the next two years.

Mr. Lawlor: Is there a central agency now in operation in this regard, with respect to conditional sales contracts?

Mr. Pukacz: It is assembling the information already. We have to have three years' information, because we can't start to provide this—

Hon. Mr. Bales: Mr. Lawlor, it takes a period of time to get the existing records all into the computer.

Mr. Lawlor: Mr. Minister, I haven't been in the county court office recently where you make the manual search, so to speak, over against the print out search. We don't get print out searches yet?

Mr. Pukacz: Not yet, we are going to do it.

Mr. Lawlor: They keep me so busy I haven't got time to make any money.

Mr. Pukacz: We are going to do it in the next two years in the county courts, with the exception of Metro Toronto. Metro Toronto has been already transferred to the other ministry. But in all other county courts we still have to take in the registration for the next two years. It will be effective, I hope, March 1, 1974.

Mr. Lawlor: How far advanced, if at all, are you with respect to land registrations? Are you going to attempt that?

Mr. Pukacz: This is not our responsibility.

Hon. Mr. Bales: That is Financial and Commercial Affairs.

Mr. Deacon: Consumer and Commercial Relations!

Madam Chairman: Thank you, Mr. Lawlor. Is item 7 carried?

Item 7 agreed to.

Vote 1002 agreed to.

On vote 1003:

Madam Chairman: Crown legal services programme; item 1, programme administration? Mr. Minister, do you want to say a few words about this?

Hon. Mr. Bales: No, we are here to answer the questions.

Madam Chairman: Any questions on this?

Mr. Roy: What is programme administration? Is that where you come under, Mr. Callaghan?

Mr. Callaghan: No, I was passed a night or so ago, Mr. Roy.

Hon. Mr. Bales: This is director of public prosecutions.

Mr. Roy: That is what we are talking about, the director of public prosecution.

Hon. Mr. Bales: That is right.

Mr. Callaghan: That is his actual office expenditures, and the maintenance of his office. That is not the expenditure under which you find the Crown attorney's.

Mr. Roy: Let's talk about this office—the director of public prosecution office. Are you still in the area of plea bargaining, and I know that we will possibly be discussing—

Madam Chairman: We did discuss plea bargaining to a considerable degree yesterday to accommodate Mr. Nixon, so I assume we have disposed of that.

Mr. Roy: Not at all, Madam Chairman, because we are coming up to criminal prosecutions and appeals, and that is where we are going to discuss plea bargaining.

Hon. Mr. Bales: We did it yesterday at the request of Mr. Nixon.

Mr. Roy: Yes, it was as a courtesy of the House.

Mr. Lawlor: As a preliminary!

Madam Chairman: We have now spent quite a bit of time discussing it.

Mr. Roy: Madam Chairman, we just scratched the surface.

Hon. Mr. Bales: Unfortunately, you were away.

Mr. Roy: In any event, the point I am trying to get at is this: Does the director of public prosecution want to be informed, as a general rule, when you get into important cases, homicide and that? Does he keep an eye on what his Crown attorneys are agreeing to on plea bargaining? Does one have to keep checking with him to get his approval?

Mr. Callaghan: The Crown attorney in each county has the authority to deal with the case as he feels the administration of justice requires. If he wants advice from the director of public prosecutions he will consult him and the advice will be provided. But the responsibility for dealing with the case is that of the Crown attorney in the county.

Mr. Roy: I see. That is a directive that is sent out to Crown attorneys?

Hon. Mr. Bales: It's not a directive, it is an understood arrangement.

Mr. Roy: As one who has worked in a Crown attorney's office, and as one who has worked with a particular Crown attorney, he seemed to be on the telephone with the director of public prosecutions all the time, wanting to get the approval of the director for certain pleas that were taken. The more serious offences of course, such as homicide or robbery.

Hon. Mr. Bales: That is a matter for consultation.

Mr. Roy: Yes and no. I could see this really would be a problem, because if you are asking your Crown attorney to be somewhat independent and giving him this responsibility, you don't expect him to be on the phone every day when they are in court and getting back to the director of public prosecutions.

Mr. Callaghan: We expect them to consult us when they feel we can be of assistance to them. We also expect them to exercise their responsibilities and discharge them as it is most appropriate. If they want the advice of the director of public prosecutions, he is available to them. But the Crown attorney himself has the responsibility in the county for making decisions on the particular case. If the Crown attorney consults the director, he does so out of caution or out of a desire to get advice from somebody who has been in the business a long

time. I know the particular case you are referring to, and he is on the telephone a lot; and I assume he is advised a lot.

Mr. Roy: Yes. Well the second point I wanted to raise on this: Does the director ever take any prosecutions himself, or is he purely administrative?

Mr. Callaghan: He did years ago; he hasn't lately.

Mr. Roy: But as a general rule he does not, I take it; his functions are mostly in the area of administration?

Mr. Callaghan: Right!

Mr. Roy: Just a final question on this: Does the director of public prosecutions have anything to do with promotions of Crown attorneys?

Mr. Callaghan: Yes, at the present time he is responsible for the administration of the Crown attorneys in the province; assessing their capabilities, their responsibilities, what jobs they can handle and what classifications they should achieve in the public service. He is the man who assesses the capacities of the individuals. The assistant Crown attorneys are usually assessed by the Crown attorney of the county. The director, unless he has particular knowledge or personal knowledge about the matter, will usually accept the assessment of the Crown attorney.

Mr. Roy: Okay! Does he have anything to do with the naming of Crown attorneys in any specific area?

Mr. Callaghan: The appointment of the Crown attorney?

Hon. Mr. Bales: That's my area. He makes recommendations from time to time but you'll appreciate the appointment of Crown attorneys is through the Lieutenant Governor in Council.

Mr. Roy: Well, have you appointed a Crown attorney yet in Cornwall?

Hon. Mr. Bales: Yes.

Mr. Roy: Who is that?

Hon. Mr. Bales: Mr. Johnson.

Mr. Roy: Mr. Johnson! When was he appointed?

Hon. Mr. Bales: He is the assistant Crown attorney in that area and he is carrying on

the office. He came as a transfer from Sault Ste. Marie.

Mr. Roy: Because all summer—for quite a while the Ottawa office were running down there.

Hon. Mr. Bales: That's correct. It was a very heavy load for them; but Mr. Johnson went there I believe May 1, as a permanent appointment.

Mr. Roy: Thank you, Madam Chairman.

Madam Chairman: Anyone else to speak on item 1?

Is item 1 carried?

Carried.

Item 2, criminal prosecutions and appeals. Mr. Roy, do you want to speak on this?

Mr. Roy: Yes. I'd like to make a few comments and I have questions, Mr. Minister. First of all, at what salary are you starting your assistant Crown attorneys, or is this something that the Crown attorneys bargain with the department? Could you give me some idea on that?

Hon. Mr. Bales: In the area of \$10,000 and \$12,000.

Mr. Roy: It can vary between \$10,000 and \$12,000. That's a starting figure now?

Hon. Mr. Bales: The range is \$10,000 to \$12,000.

Mr. Lawlor: Are you finished now? Ask him what the minimum figure is.

Hon. Mr. Bales: Well it depends on the individual.

Mr. Roy: For instance, I used to hear vicious rumours that the young assistant Crown attorneys being named in Toronto were getting higher salaries than those in outlying areas, like Ottawa, London, and so on. Is that a fact?

Hon. Mr. Bales: No, it really depends on their individual experience, because some come to us with lesser experience than others. Some have served as a part-time, assistant Crown attorney, which is of course on a per diem arrangement.

Mr. Roy: Yes, but the great bulk of them, Mr. Minister, are coming out of law school, out of the bar admission course; and they're pretty well at the same level.

Hon. Mr. Bales: Yes, but a lot of them also serve as part-time assistant Crown attorneys.

Mr. Roy: I appreciate that special consideration should be given to these people, but I'm saying to you that the bulk of your appointments in the area of assistant Crown attorneys are basically young fellows who are coming out of the bar admission course. And on that basis, they should be all pretty well on the same level. What do you give special consideration for, if you have a range from \$10,000 to \$12,000?

Hon. Mr. Bales: Well there were not that many employed this spring. I haven't the exact number, but we can ascertain the number we would engage this spring. Emil, have you that?

Mr. Pukacz: Special consideration is given on their standing in the bar admission course—

Mr. Roy: The standing—yes.

Mr. Pukacz: Yes, whether he has specialized in either criminal and civil law, and also whether he was articulated with the firm which specialized in one or the other; or whether he has specialized with the department as a student at law.

Mr. Roy: Yes, but surely when they're coming out of the bar admission course you're not considering that they're specialists in any particular field at that stage?

Mr. Callaghan: With respect, you'd be surprised at some of them that come out. They've taken a post-graduate course in criminology—they've spent their time specializing in criminal matters. We have two young people this year I can think of particularly, who have spent virtually the whole of their legal education with the emphasis on criminal law. One of them won the criminal law prize at Osgoode Hall. These people have also articulated in the department and they have a familiarity with routines.

Now they get—I wouldn't say preferred treatment—but if their standing is high enough and they have this capacity, this qualification, then we think it's fair that he be recognized.

Mr. Roy: Yes, that's where we get this range between \$10,000 and \$12,000, right?

Mr. Callaghan: That's right. They also would relate to the appointment of an assistant Crown. In a smaller community where he would not get quite as much as one who

had to live in Toronto, starting with the same qualifications.

Hon. Mr. Bales: He wouldn't have as much work or as many cases to deal with.

Mr. Roy: Yes, but on the other hand, sometime—do you experience any difficulty in getting an assistant Crown attorney in Kenora, for instance, or in areas like that? The bulk of your graduates at the bar admission course are coming from Toronto.

Hon. Mr. Bales: Mr. Roy, I can say that we might. I haven't encountered that problem to date, as yet, but I anticipate that we may well.

Mr. Roy: No; but I think you did encounter it in years past. I can recall 1966; weren't there some problems then in—

Hon. Mr. Bales: I can't answer that.

Mr. Roy: Of course, that's right; none of you were around at that time. Can I go to the second point?

Hon. Mr. Bales: We were around; but not in this capacity. We've been around a long time, you know. We anticipate the same.

Mr. Roy: Can I make a comment, and maybe get your response on this: First of all, do you still have any Crown attorneys who not only practise as Crown attorneys but have practices of their own, their own law office? How many of those do you have left?

Hon. Mr. Bales: There are four in all.

Mr. Roy: One is in Hawkesbury; and where else?

Mr. Callaghan: Dunnville, Oakville, and Orangeville.

Hon. Mr. Bales: They're giving me the names and I must confess I don't know them individually, as yet.

Mr. Callaghan: And one in L'Orignal.

Mr. Roy: In L'Orignal; yes. I take it you're trying to get away from that, are you?

Hon. Mr. Bales: Yes, very much so.

Mr. Roy: Are you trying to encourage promotions within the Crown attorney department as such? In other words take a Crown from Toronto and send him down to Cornwall and then from—

Hon. Mr. Bales: May I deal with that. I regard the position of Crown attorney as a

very important one, and one that is really a profession and a career within itself. Hence, I'm very keen on promotion within the Crown attorney group. And I would like to see them being moved in various places throughout the province.

Mr. Roy: May I hope, Mr. Minister, that policy is put into practice, because I can recall grand jury reports back in Ottawa—and you might have heard about these. They deplored the fact that young Crown attorneys were leaving after a year or two because of the lack of incentive, lack of pay increases, and this type of thing. I would like to see this done; that when you need a Crown attorney in Sudbury, or someplace else, you put into practice what you're saying—in fact make a career of this, so that you can keep the high calibre of lawyers within the department.

Hon. Mr. Bales: Well, Mr. Roy, a month or so after I came to the department I had a meeting with the executive of the Crown attorneys association and I made it clear to them that this was my objective. Also I was hopeful for better communication between the King St. offices and the Crown attorneys throughout the province. I think there is a great need of that.

I think they need to be kept up to date on all matters—for example, the latest decisions on matters of particular interest to them that might not be in the Ontario reports. I also recently had a meeting with them at their annual meeting in Ottawa on this same kind of thing, so I look to that group for promotions and movement throughout the various places in the province. We have some plans in regard to the reorganization of the department which incorporates what I think may develop into a unique arrangement in reference to the Crown attorneys.

Mr. Roy: Well I would hope so, because I can tell you very frankly that this was apparently the stated policy in the years 1967, 1968 and 1969. But I found that in practice this often was not the case. Your Crown attorneys were leaving because of lack of increases—and I can speak from personal experience. This might have been a blessing in disguise, I don't know.

But in any event, it was a known fact for a while that many of your Crown attorneys, at least in the Ottawa area, just went down there to acquire some experience so they could go out into practice. I didn't think this was a very good idea at all.

Mr. Callaghan: Well, I think that exists in the system. I don't think you will ever eliminate it because it is a wonderful place for people to come and get some experience. I think it also is very helpful for the bar at large to be able to get experience in this area. They appreciate what the Crown's problems are and they appreciate how the system works.

But it is also a fact that you try and promote the good people in the system and entice them and keep them there; so that they recognize that it is a career that can lead to promotion and a satisfying career in law. You will never eliminate people just being there to get the experience, but I think the policy of the department has been, and is, a good policy. Even if a man comes for three years and gives you three years of good service, when he goes into practice he goes in with some of the ideals that the Crown attorneys hold and he appreciates their position and responsibility, like yourself.

Mr. Roy: I am not too sure, but in any event I hope that what you are saying is, in fact, put into practice. I suggest to you it certainly was not the case in the past.

But may I proceed to the second point? Do you give your Crown attorneys any special specific directions as to what type of disclosure they should be giving to defence counsel, and production of statements and everything else? Is there a standard procedure across the province for this? If you don't have a standard procedure, I would suggest that you do get one.

Hon. Mr. Bales: We don't have one at the present time.

Mr. Roy: Don't you think it would be a good idea to have one?

Hon. Mr. Bales: Well you have had the experience as an assistant Crown attorney, I think in the Ottawa area. Perhaps you would give us your views on it.

Mr. Roy: Well, okay, I will give you my views. I think for instance in the area of statements—

Hon. Mr. Bales: Kerbstone opinion; isn't that what we used to call it?

Mr. Roy: Can I work on a legal aid tariff about now?

Hon. Mr. Bales: I call it kerbstone opinion, and you know what they are paid.

Mr. Shulman: You know how much attention you pay to those.

Mr. Roy: Mr. Minister, I suggest—

Hon. Mr. Bales: I wasn't attributing that to Mr. Roy.

Mr. Roy: I suggest that specific directions be sent out to all your Crown attorneys, right across the province, as to what type of disclosure be given. Very often defence counsel, depending on what area he is in, is left to the whims of the particular Crown attorney in that area. When we are in the Ottawa area, we are very fortunate. We usually get full disclosure.

One of the problems though, is when we ask for statements. They never send us the accused's statements by mail. Why wouldn't they do that? Any reason?

Mr. Callaghan: If you are not given the statement of an accused, you are entitled to it.

Mr. Roy: Well, why wouldn't it be sent by mail?

Mr. Callaghan: That is an arrangement that the local Crown can work out with the local bar.

I'm sure you appreciate that defence counsel have to be left free to exercise their discretions as they see fit, and to a certain extent a Crown counsel must be in the same position. He has a discretion and a responsibility to exercise, and he must be free to exercise that in accordance with the circumstances.

I would hope that every Crown counsel would be fair and open in everything he does, but there are circumstances which I'm sure will dictate that he take a certain course of action. I would suggest, sir, that we cannot lay down guidelines or rigid rules which will control them in the area of the exercise of their responsibility.

Mr. Roy: I appreciate that, but you see you can't apply the same standard to your defence bar as you do to your Crown, because the Crowns are government employees and they are responsible—

Mr. Callaghan: No!

Mr. Roy: Pardon me? They are not government employees?

Mr. Callaghan: I agree their salary is paid by the government, but they are not govern-

ment employees in the normal sense. They are professionals with a statutory responsibility to see that justice is administered. You appoint them for their professional qualifications and you expect them to use professional judgement in the discharge of those responsibilities.

They are not the same, in my view, as an ordinary government employee. They have a very professional responsibility to exercise, and that responsibility is to the administration of justice at large. That is why they are in a particular and peculiar position.

Mr. Roy: Yes; well I suggest to you, Mr. Callaghan, that as long as taxpayers' money is going to pay their salary that when we see—as defence counsels or politicians or whomever—that certain things are going on in a Crown attorney's office, we have a duty and you have a duty to hand out specific directions.

Now, I'd like to come back to my point of statements.

When a defence counsel writes the Crown attorney's office and asks for a copy of the accused's statement to be sent by mail, is there any particular reason he cannot get it by mail?

Hon. Mr. Bales: No, that is a statement made in court. We give them to them as a matter of policy.

Mr. Roy: It's a matter of policy. I understood they were given out. They are being given and I—

Hon. Mr. Bales: Do you mean they are not being given, or they should be given and sent by mail?

Mr. Roy: No. The point is simply this—the Crown is not reluctant to give us the statement if I am prepared to go down to his office and talk to him and get a disclosure from him; then he will hand me a copy of the statement. But sometimes, you know, in a busy practice—

Hon. Mr. Bales: You want to phone and say: "Would you send it to me"?

Mr. Roy: Yes! Or send it by mail. Have him send me the accused's statement so maybe I can read it with the accused in my office sometime; and I don't have to troop down to the Crown attorney's office.

Hon. Mr. Bales: There may be practical considerations both for and against that, I would say.

Mr. Roy: And would you encourage, Mr. Minister or Mr. Callaghan, the practice of complete and full disclosure in criminal prosecutions as well; that Crown attorneys are not justified when they sit on their brief and they say: "No, I can't let you see this"?

Mr. Callaghan: I would hope that the Crown attorney would not pull any fast ones on defence counsel. I can't say we would dictate full disclosure in all cases—there may be cases where it would be most inappropriate.

Hon. Mr. Bales: I would have to say that in my view the whole file should not be simply handed over; but I think that in fairness as much information as reasonably should be provided is provided.

Mr. Lawlor: Doesn't it, practically, depend upon counsel for the defence; and if he is the son-of-a-puppy he deserves—

Hon. Mr. Bales: It depends on the individual case and circumstances.

Mr. Lawlor: That's right! He'll betray you and he'll hang you. I don't believe in complete disclosure either way.

Mr. Roy: Well, on the other hand I don't agree with my friend, Mr. Lawlor at all. I think there should be full and complete disclosure, probably both ways; we might speed up some of these cases.

Mr. Callaghan: If the system evolves to the point where there is full and complete disclosure on both sides, then obviously there would have to be quite a change in the existing procedures; as you well know and I well know.

Mr. Roy: I find it ironic that Mr. Lawlor, who was deploring the adversary system yesterday—you see this full disclosure works both ways; it would go somewhere, it would advance the proposition—

Mr. Lawlor: I haven't reached your utopian heights, as yet!

Hon. Mr. Bales: Well, I hope it wasn't all words.

Mr. Roy: There is a final point I want to make, Mr. Minister. There has been considerable discussion about the area of plea bargaining. I think you mentioned some time in the House, not too long ago, that you were to elaborate upon a new type of policy, or make some comments as to plea bargaining. Do you have anything to tell us about that?

Hon. Mr. Bales: I'm sorry you weren't here yesterday, Mr. Roy, because we had a very thorough discussion in reference to plea discussion.

Madam Chairman: And it is recorded in Hansard.

Hon. Mr. Bales: Mr. Singer participated in it very fully, along with your leader, Mr. Nixon.

Mr. Roy: You will appreciate it, Mr. Minister, that it is difficult when we have estimates in the House, the opposition is limited in number. Sometimes it is very difficult.

Mr. C. E. McIlveen (Oshawa): Come back next year.

Mr. Roy: Is the member for Downsview satisfied?

Mr. Singer: Yes, I think it was a reasonable statement in principle on it.

Madam Chairman: It was very thoroughly examined. Mr. Nixon was quite content with it.

Mr. Singer: It is not in practice yet, but it was a good statement of principle.

Mr. Roy: Well, just before I release this microphone—

Madam Chairman: It was done in depth, I assure you.

Mr. Roy: May I say this, in my experience in the area of plea bargaining, by and large—

Hon. Mr. Bales: I call it plea discussion.

Mr. Roy: Plea discussion; it sounds better, I agree. We never strike up a deal; we always make a compromise.

In any event, I always felt there was not too much wrong with the present system.

Hon. Mr. Bales: I think, in essence, that is what I said. I set out a certain group of principles which, I felt, would be helpful.

Mr. Roy: Mr. Minister, I deplored the fact, in the Kingston trial, when the press blew this whole situation up, that the Attorney General, I think at the time your predecessor, did not back his staff in this area where I thought the staff were the Crown involved in this prosecution, had not strayed, had seemed to have done everything above board.

I deplored the fact you left the Crown attorneys who were involved in this prosecution in the cold. I hope that when something

is done in this area that you, as minister, will fully support your staff. After all, there was full consultation in this plea bargaining and it sounded as though the minister sat back and waited for the dust to settle before he took position on the issue.

Hon. Mr. Bales: I spoke to the Crown attorneys association in reference to this matter and set out the principles which, I felt, were helpful for them to follow.

Mr. Roy: Thank you, Madam Chairman.

Madam Chairman: Thank you, Mr. Roy.

Mr. Lawlor, you are the next speaker and I must point out to you that I discussed with Mr. Callaghan the point which you raised yesterday about persons wrongfully charged. It is his opinion that you should raise it under this item.

Mr. Lawlor: I beg your pardon?

Madam Chairman: Remember yesterday, you wished to discuss the whole matter of persons who are wrongfully charged. If you would like to raise that now, this is the time under which you should raise it.

Mr. Lawlor: You do me a gratuitous compliment, thank you, Madam Chairman.

Madam Chairman: We asked him to wait over.

Mr. Lawlor: I thought the obtuseness of the minister was completely demonstrated yesterday in this regard. He stood his ground in the favour of status quo.

Madam Chairman: I thought that was just a general discussion.

Mr. Lawlor: No, the man foreclosed all possibilities of discussion. I refused to—

Hon. Mr. Bales: It is all finished.

Madam Chairman: All right.

Mr. Lawlor: I am looking at the report of the grand jury of the county of York on March 13, 1970 and, at that stage they are lamenting and taking great issue with the initial minimum salary of the Attorney General—rather, the Crown attorney.

Hon. Mr. Bales: Of the Attorney General, I'll subscribe to that. I'll take issue too.

Mr. Lawlor: I think he is overpaid, personally.

Hon. Mr. Bales: Mr. Lawlor, you wouldn't say such an unkind thing about me now.

Mr. Lawlor: Mr. Minister, with your portfolio cut in half—

Hon. Mr. Bales: If you do that I'm going to go back to practice again.

Mr. Lawlor: —and Lawrence doing all your thinking for you and you having to do none for yourself; what do you expect?

They were getting \$9,118 at that time. Has that been altered? What is the very minimum for a young fellow coming out of law school?

Mr. Callaghan: It is \$10,279.

Mr. Lawlor: Mr. Minister, one of my penchants is to collect grand jury reports through the ages. I am very pleased to say that I have all the grand jury reports from 1902 on, and not a thing has been done about any of them. However I'm lacking the last two years. It would do me a great deal of good—would you supply me with the grand jury report for the county of York in the last couple of years?

Hon. Mr. Bales: We would be glad to try to obtain them.

Mr. Lawlor: That would be very nice.

What was said by Mr. Roy—you know, if your department had the proper assiduity with respect to catering to Crown attorneys, we might be spared or miss the pleasant presence of Mr. Roy here tonight; but something failed inside your department in this regard.

Mr. Roy: I thought so too at the time.

Mr. Lawlor: Did you think so too?

Well, you see, that is the confirmation. The New Democratic Party might have had that seat by some weird stretch of the imagination.

Mr. Roy: Oh, no!

Hon. Mr. Bales: I think somebody else might have.

Mr. Lawlor: Anyhow, we welcome him; we have to put up with everybody; you are as good a facsimile as any.

What is the turnover of Crowns? I mean you may seek to ease the public purse, and whatnot, by saying you are enriching the profession in terms of criminal pleading by training at public expense and contributing to the production of defence counsel in criminal matters over the years; but it seems

to me that the turnover of Crowns is something that is quite lamentable, really. Have you statistics on that, as to how long the average Crown lasts?

Hon. Mr. Bales: I can't tell you how long the average Crown lasts; but the turnover is at the present time quite light. I can't recall any of them in the short time that I have been in the ministry; but I think in the last year there have been perhaps 5 to 10 at the outside.

Mr. Lawlor: I see.

Mr. Singer: Are you talking about Crowns or assistant Crowns—or both?

Hon. Mr. Bales: Assistant Crowns and Crowns. I am not talking about part-time assistants.

Mr. Singer: It relates directly to the supply of lawyers out of law school?

Mr. Lawlor: In other words, you think you have reached a position of stability in this respect?

Hon. Mr. Bales: Let's put it this way, Mr. Lawlor, I think we have reached the position where we can attract able people to that work; and by and large they remain for some period of time.

I know that the part-time assistant Crown attorneys like to come there to get the experience; to do it on a part-time basis; often until they build up their own practices, or their own practice moves into a more specialized area. But those I regard as the full-time people are remaining; and hopefully this will be increased.

Mr. Lawlor: I have two further areas I would like to explore at this time. Lost in this type of programme budgeting is the informer's fee. Do you still continue to harbour and secrete fees that you pay out to people for this particular task?

Mr. Callaghan: No.

Mr. Lawlor: Well, you did for many years.

Hon. Mr. Bales: That is through the Solicitor General now.

Mr. Lawlor: Oh, he is the pay-off boy!

Hon. Mr. Bales: Well, I wouldn't use that term; or it wouldn't apply.

Mr. Lawlor: Well, now that you have washed in the cleanliness of the waters I

wouldn't use it vis-à-vis your department. I see! So John is our target in this thing.

The second area has to do with—it was mentioned, I think, briefly the other day. Do you hire outside counsel in place of the Crown attorney to any extent now? What have you done in the past year in this regard?

Hon. Mr. Bales: We haven't done it since I came into the department. I would have to ask about prior to that.

Mr. Callaghan: I think the last case was the Kingston case. There was an assistant hired to assist the Crown attorney. The prosecution was conducted by a full-time Crown attorney and an assistant Crown attorney was appointed to assist him and to help out.

Mr. Roy: Was he part-time before?

Mr. Callaghan: He was a part-time assistant before, and was at that time.

Mr. Lawlor: So, it's directly against departmental policy any longer to do that?

Mr. Callaghan: That's right.

Mr. Lawlor: But I suppose you still leave the opening though, for some kind of particular complex matter.

Hon. Mr. Bales: It depends on some special circumstance that might arise. But we would look first to those who were within the Crown attorney's regular staff.

Mr. Lawlor: I thank you very much.

Madam Chairman: Do you have another point, Mr. Lawlor?

Mr. Lawlor: No, I'm fine. Thank you.

Madam Chairman: Oh, fine! Mr. Singer.

Mr. Singer: I want to ask about Harvey McCullough. In posing the question about him, I want to say that I have a great admiration for him. I think he's a very good Crown attorney.

Mr. Shulman: But!

Mr. Singer: But, I think you've given him far too much work to do. He's got the two largest jurisdictions in Ontario—Hamilton and Toronto. I don't think it is fair to expect any one Crown attorney to be charged with the responsibility of looking after the two largest urban areas.

Hon. Mr. Bales: I agree with you.

Mr. Deans: He is probably the only one capable to do it.

Mr. Singer: I raised this question a couple of years ago, and the Attorney General of the day said: "Yeah, we're going to do something about it." It's gone on for what—a good two, three years now?

Hon. Mr. Bales: Mr. Harvey McCullough was appointed to that position, I think, the dual position, early in 1970 if I recall correctly.

Mr. Singer: So we've got 2½ years. It really isn't fair, because he must spend a fair chunk of his time on the road between Hamilton and Toronto. In addition to which, in Toronto he's got—how many assistant Crowns to guide and supervise?

Hon. Mr. Bales: It is 28, 29!

Mr. Singer: It is 28, 29! And how many in Hamilton?

Hon. Mr. Bales: They tell me I'm out by three or four in Toronto.

Mr. Singer: Thirty-three in Toronto; and how many in Hamilton?

Hon. Mr. Bales: Three.

Mr. Roy: How many part-time in Toronto?

Mr. Singer: Well, in any event, it is far too much to expect any one man to do.

As capable a lawyer as he is, and as experienced a man as he is, he's not getting any younger, and you're going to work the poor man to death. He isn't able to do real justice to both jobs.

Surely, Mr. Minister, there must be someone available to give the appointment to either in Toronto or in Hamilton. If I may express a thought on it, I think Mr. McCullough, as a full-time senior Crown, or the full-time Crown attorney in Toronto, would be ideal. Find a new man for Hamilton. But I don't think you can let this go any longer. It isn't fair to that department in those two large cities.

Hon. Mr. Bales: May I just simply say to you that I agree, Mr. Singer? And I propose that, within the next few months, we will have separate Crowns in Wentworth and in York.

Mr. Singer: Good!

Mr. Deans: Where will Harvey McCullough be?

Hon. Mr. Bales: Well, I said we would have separate Crowns in Wentworth and York.

Mr. Deans: We would hate to lose him.

Mr. Roy: Yes, we couldn't lose Vern.

Hon. Mr. Bales: Well, I'm glad to hear it.

Mr. Deans: He might want to go.

Mr. Singer: Well, I told you my thoughts on it.

Hon. Mr. Bales: It's got merit.

Mr. Shulman: Before you go on to the next point may I—

Mr. Singer: On the question of disclosure, my colleague from Ottawa—

Mr. Roy: East!

Mr. Singer: East! He was touching on that. There seems to be a varying series of tests, varying between assistant Crown and assistant Crown as to whether, for instance, they're going to show you the dope sheet. That's not quite full disclosure, but it is very helpful to know what kind of a case you must meet if you can see the dope sheet.

Some Crowns hold them close to the chest and mumble quickly about what's in them. Some will say, "Here, take a look," which I think is eminently fair. I don't see why the dope sheet—it is really a summary, it's not full disclosure—why, if a defence counsellor should ask to see the dope sheet, it shouldn't be made available to him. Do you have any thoughts on that?

Hon. Mr. Bales: Do you want me to comment?

Mr. Singer: Well, somebody.

Hon. Mr. Bales: Well, let's face it, Mr. Singer. You know as well as I do that that sheet has confidential information, and some of it is not necessarily evidence, and so on; and sometimes it is. I think that the Crowns have to deal with it on the basis of the individual case. I don't think there's a flat rule that you necessarily apply in every case. I don't know whether you were in the room a minute or two ago when I said that I felt there should be disclosure of as much as possible in each case; but I don't think there's a uniform rule that you can apply in every case.

Mr. Singer: Wouldn't it make some sense if a directive was sent out to these people? Because, as I say, I found some assistant Crowns most co-operative in this. It doesn't mean that they are any less persistent or aggressive in court once they go in, but it gives the defence counsel some kind of an even break; and often saves the time of the court and serves the ends of justice as well, if there isn't this great secretive approach.

Hon. Mr. Bales: I think it depends on a number of factors; sometimes the accused and the record, sometimes the parties you are dealing with.

Mr. Singer: Yes; unfortunately, from time to time personality enters into it.

If the accused has a criminal record, surely that's no secret. His counsel should be told that the Crown has information of his previous convictions that the defence counsel isn't aware of. That can't be a secret or certainly shouldn't be. What occurs to me is that it might be most salutary if your general sentiment be laid down as a principle, the same as you laid down the other evening your thoughts about plea consultation.

Hon. Mr. Bales: It's one of those things to which I think, over the coming months, consideration will be given. In my further meetings with the Crown attorneys it will be brought up.

An hon. member: In the fullness of time.

Mr. Singer: Somebody said a few moments ago that you have 33 assistant Crowns in York. What is the length of service of the most senior? Would you have that?

Hon. Mr. Bales: Yes, if you give us time. Perhaps we could go on to the next question while I look that up. It takes a little bit of time.

Mr. Singer: Yes. How many of those gentlemen now have QCs? A few years ago you didn't have a QC in the whole of York county Crowns.

Hon. Mr. Bales: I can think of at least two.

Mr. Singer: At least two?

Hon. Mr. Bales: I was wondering if there were three, but I know of two anyway.

Mr. Singer: That may be a status symbol, but at least there is a basic rule that seems to be being observed in recent years, that they have to be in practice 12 years.

Hon. Mr. Bales: That's right.

Mr. Singer: So that it is significant that if you do have QCs on the staff at least they have been lawyers for 12 years; which they hadn't been when you had the shuffle around a couple of years ago.

Mr. Deans: Is that an actual rule or just simply a rule of the Attorney General?

Hon. Mr. Bales: No, it is a guide that the Attorney General uses. I think when I became a QC it was 15 years. It used to be 15 years as a general rule.

Mr. Shulman: Why doesn't the Attorney General use the same guide in appointing the judges?

Hon. Mr. Bales: It depends. Most of them are very experienced; those that are—

Mr. Shulman: Some of them aren't.

Hon. Mr. Bales: —appointed by the Attorney General. Of course most judges are appointed by the federal government.

Mr. Roy: I wouldn't agree with you that 15 years' experience makes a good judge.

Mr. Singer: Insofar as York county Crowns are concerned, what is the salary range? What is the highest for the assistant Crown and what is the lowest?

Hon. Mr. Bales: In York?

Mr. Singer: Yes.

Hon. Mr. Bales: I believe it is \$31,000.

Mr. Singer: It is \$31,000. And the lowest?

Hon. Mr. Bales: I'll get that for you. It's in the range of—

Mr. Singer: Of \$10,000 to \$12,000. That's the figure you were mentioning.

Hon. Mr. Bales: I'll get that for you. We'll get the actual figure for you.

Mr. Singer: I am interested, before we leave this vote, in finding out how long they have been here, going from the most senior down to the most junior.

Mr. Callaghan: I don't think we can give you an exact figure. We can say that—

Mr. Singer: Well, approximately!

Mr. Callaghan: —the deputy Crown attorney was appointed in 1958 and the next senior was appointed in 1959.

Mr. Singer: All right. How many have been appointed in the last three years?

Hon. Mr. Bales: I think there may be other questions while they look that up. We'll be glad to come back to it.

Madam Chairman: Have you something else, Mr. Singer?

Hon. Mr. Bales: I would say to you if we haven't got it, then I'll obtain the information and send it to you.

Mr. Singer: It's significant, because while I recognize there is perhaps less turnover today than there was maybe three years ago, it also relates to the large number of lawyers who are coming out of the law schools today. There is an apparent excess of supply over demand, and many of these younger people who are coming out of the law schools are quite happy to have the security of this kind of a position, because there aren't that many opportunities available for positions in large firms, and some of them—

Hon. Mr. Bales: You will recall that at the end of March, I think, the number who were called to the bar at that point was just one under 500, which is a very large number.

Mr. Singer: Probably the largest figure you have had since the post-war class.

Hon. Mr. Bales: Mr. Singer, we don't have the exact number who have been hired in the last three years, but I understand it is around nine.

Mr. Singer: Nine out of the—

Hon. Mr. Bales: Nine out of 33; five were additional Crowns.

Mr. Singer: You increased your complement?

Hon. Mr. Bales: Yes; and four of those were replacements.

Mr. Singer: So take nine from 33, that's 24; so four out of 24, 15 per cent, were new appointments in the last three years?

Hon. Mr. Bales: Yes.

Mr. Singer: Well the rate has slowed down, and that's salutary. Certainly, in my experience with them in the last few years it has impressed me at least that the Crown staff is getting more experience, and by and large is very able and is doing a good job.

Madam Chairman: Have you something further, Mr. Singer?

Mr. Singer: That's all.

Madam Chairman: Fine, thank you. Mr. Shulman is next.

Mr. Shulman: I'll be very brief on three small matters under this vote.

First of all, I don't want to give him the kiss of death, but when you're considering the appointment of your chief Crown for this city, I hope you'll consider Clay Powell, because—

Hon. Mr. Bales: He's a very able man.

Mr. Shulman: Yes. And my experience with your Crown attorneys is that all too often they accept it as a sinecure and sit back. This fellow has shown a most uncharacteristic energy and willingness to pursue crime in directions which other people haven't. I have no personal relationship with the man one way or the other, but I'm most impressed by him and I hope he'll get consideration for this appointment.

Another thing I wanted to ask the minister about is the recommendations of the committee for compensation of the innocent, which have been forwarded to your department. I was wondering, what is the current status and what is your consideration of that matter?

Hon. Mr. Bales: Mr. Lawlor raised this yesterday in the opening remarks—

Mr. Lawlor: I raised everything in the opening remarks.

Hon. Mr. Bales: No, I don't think you did.

I don't have extensive information on it, nor have I studied it extensively in this last few months. Our system is somewhat different in relation to that matter than in another jurisdiction. They take it into greater account than we do. But there was discussion on it yesterday and in the future I will be studying that.

Mr. Shulman: Well, as you are probably aware, this is a committee that consists mostly of judges and Conservatives and other reputable people; although there are one or two disreputable people on it.

Mr. T. P. Reid (Rainy River): Conservatives are they?

Mr. Shulman: No, there's one New Democrat, who would probably be considered dis-

reputable on that committee, yes. But leaving him aside, I'm sure you would approve of everyone else in the committee.

I wanted to point out to you, if you are not aware, that last year before you took on this post, when Mr. Lawrence had the position of Attorney General, a number of recommendations of methods to set up some way of compensating the innocent was sent to Mr. Lawrence. He was very sympathetic and very interested. He sent back certain suggestions and corrections, which have now been incorporated. There have been at least—

Hon. Mr. Bales: In the report?

Mr. Shulman: In the new suggestions from the committee.

At the last meeting of the committee there were three judges there and several Crown attorneys and a number of very prominent well-known establishment lawyers, so it's not a radical committee by any means. They have sent a number of revised suggestions to your department as a result of the original contact with Mr. Lawrence.

I hope it isn't going to get lost in the shuffle, because a tremendous amount of work has been done on this problem and it's one that I think everyone agrees under certain circumstances should have something done about it. I'm referring specifically to the case where a man is proven—and I don't mean not guilty, but innocent. They have suggested a number of ways—

Hon. Mr. Bales: You mean, if I could just clarify, he might have at first been convicted as being guilty?

Mr. Shulman: Right.

Hon. Mr. Bales: And subsequently be proved innocent?

Mr. Shulman: That is correct. They have suggested that compensation be given: (a), for his out-of-pocket expenses; plus (b), something for his loss of income while in gaol.

I hope this isn't going to drag on for years and years. We've gone over this in some detail and the number of cases is quite small. It wouldn't amount, in my estimation, to a dozen a year in Ontario, and probably is considerably less than that. It is not a big thing like this last committee on compensation for victims of crime has turned out to be, where there was a lot of money involved. This would involve a much smaller sum of money, and yet the injustice can be just as great, or more.

Hon. Mr. Bales: I can appreciate that, because many years might have passed.

Mr. Shulman: Yes.

Hon. Mr. Bales: You mentioned a meeting just recently. Do I take it from that that the committee's conclusions have not been finalized? Or have they been finalized?

Mr. Shulman: Well, they have been finalized, yet they have met again. The last meeting was last Tuesday evening at 7 o'clock. They are still trying to get some action from the government, and really there has been very little response.

Hon. Mr. Bales: I will make it a point to look at the report.

Mr. Shulman: Mr. Arthur Maloney is the contact if there is some problem. Thank you very much.

There is a third matter I want to ask the minister about—I think I am under the right vote on this.

I received a letter from a lawyer named Garbe who had a client who was arrested and he went to the police station to see the client. They wouldn't let him see him privately.

The police officer, an Inspector Marks explained that the reason they wouldn't let the lawyer see the client privately was because the lawyer might help him jump out of a window and let him get away.

Mr. Garbe, the lawyer, was a little upset about that and he wrote me a rather lengthy letter. I got in touch with Inspector Marks and he said, "Well, actually the rule of the police in Ontario is that if the investigation is still continuing, they will not allow the lawyer to see his client privately. If the investigation has been completed, then he can see his lawyer."

It appears to me that there is something wrong here. If a lawyer goes to a police station or a jail where his client has been arrested, surely he should have a right, regardless of the status of the investigation, to see his client in private.

Hon. Mr. Bales: Basically I would agree that the lawyer has a right to consult with his client; and the client has the right to consult with the lawyer in confidence.

Mr. Shulman: Who can do something about this? I brought it up in the estimates of the Ministry of the Solicitor General the day before yesterday; and the minister said I should bring it up with you, so here I am.

Hon. Mr. Bales: Well you referred to a certain letter. Perhaps you would give me a copy of that letter.

Mr. Shulman: The letter isn't the problem. The problem is the policy. In this specific case, we've already had an apology.

Hon. Mr. Bales: This kind of problem has not come to me before, but if you would give me that as an example I will go into it, see what the situation is and get back to you. But basically I would follow the philosophy that a lawyer and his client should be entitled to consult in private.

Mr. Shulman: Regardless of the state of the investigation?

Hon. Mr. Bales: Yes.

Mr. Shulman: Well, is there some way of letting the police know this, because they are apparently unaware?

Hon. Mr. Bales: Well, we'll make it a point to see that they know, but I would like to deal with it on a specific basis and find a more effective way of doing it.

Mr. Shulman: All right! I will see that you get this specific case, but if we let this one police officer know that isn't going to solve the problem.

Hon. Mr. Bales: No, but using an example one can frequently deal with the whole problem.

Mr. Shulman: Okay; thank you!

Madam Chairman: Is there anything further on item 2?

Mr. Roy: Yes, Madam Chairman, if I might just ask one question. As a matter of interest, how many female Crown attorneys do you have—assistant Crown Attorneys or Crown attorneys?

Hon. Mr. Bales: We haven't got any.

Mr. Roy: Not any?

Hon. Mr. Bales: I don't think so. There is none, except that I think—and I'm going only by memory—one lady recently expressed interest in the work. That is the first one.

Mr. Deans: In Hamilton?

Hon. Mr. Bales: In Toronto.

Mr. Roy: That would mean, Mr. Minister, out of 200 Crown attorneys in the province—is that correct?

Hon. Mr. Bales: Approximately 135.

Mr. Roy: About 135? Well, since a greater number of female solicitors and barristers are graduating from Osgoode Hall, I am surprised you don't have any within a system like this.

Hon. Mr. Bales: I think it would be a good thing. I would encourage them.

Mr. Roy: Maybe it requires special recruitment or something.

If I might, I would like to raise one final point concerning your policy, outlined in the Throne Speech, of trying to establish more bilingualism in the courts, especially around such areas up north as Ottawa, L'Orignal and so on.

This policy will require that you have a staff who are able to prosecute in the second official language in these courts. What are you doing to satisfy this up-and-coming demand? I take it you are very enthusiastic about bringing forth bilingualism.

Hon. Mr. Bales: I beg your pardon?

Mr. Roy: You are enthusiastic about that. You mentioned it in the Throne Speech, and as I mentioned yesterday it is a problem in certain areas. What are you doing either to recruit or to encourage some of your Crown attorneys to be fluent in the second official language?

Madam Chairman: I think the whole subject of bilingualism comes under vote 1005.

Mr. Roy: Where?

Madam Chairman: Vote 1005, item 1.

Mr. Singer: Certainly it is pertinent in so far as are there any bilingual Crown attorneys?

Hon. Mr. Bales: There are. Yes, I think there are about two or three who are capable in that regard. We have sent some of our people to the French language courses run by the civil service commission.

Mr. Roy: As a matter of policy, I take it you are preparing for the removal of that famous section in the rules of procedure in our courts, are you not?

Hon. Mr. Bales: It is going to take substantial preparation.

Mr. Roy: Substantial preparation? Maybe I am not on the right estimate, but I sug-

gest to you that it will not take substantial preparation in many areas of this province.

Hon. Mr. Bales: I am talking about the province as a whole.

Mr. Roy: You are not going to expect, overnight, to have something—

Hon. Mr. Bales: You are very familiar with a part of the province where the dual language is quite common.

Mr. Roy: Right, and I suggest to you what you should do is start spotting your people in those areas. In other words, you can't wait to have the whole thing right across the province, because you are going to be waiting probably another 50 years.

Mr. Deacon: Do we need it across the province?

Mr. Roy: You hardly need it across the province.

Madam Chairman: Shall item 2 carry?

Mr. Singer: No, it is not carried. There is a point I want to make in relation to the comment of the member for High Park.

Mr. Powell, I also agree, is a very capable man, but I think there is a danger, if you start denuding your head office and putting your capable men into Crown attorney positions, that you won't have what you are now beginning to have; that is, capable people within your department, both on the criminal side and the civil side, who could do the jobs they are doing.

Hon. Mr. Bales: They certainly are capable.

Mr. Deans: It's the Peter principle.

Mr. Singer: There has been criticism in past years, from the courts on occasion, to the effect that some of the Crown representations haven't been as good as they might be. I can detect a real effort in recent years to bring into the Attorney General's staff—and keep in the Attorney General's staff—capable people. I don't think you should fall into the trap of spoiling that as it seems to be moving along on a better level.

Mr. Shulman: So use your incapable men!

Madam Chairman: Is item 2 carried?

Mr. Roy: Just one point, Madam Chairman, in case the minister is left with the impression created by Mr. Shulman that he is the flower among thorns so to speak. The

members of the committee on the compensation for the innocent, are Mr. Batchelor who is the chairman, Mr. Shulman, Mr. Roy, Mr. Walker. Then there are lawyers Maloney, Sedgewick, McMurtrie, Corey, Tomlinson, Weisdorf and Peter Rickaby—is he still with the Crown office?

Mr. Callaghan: He's deputy Crown attorney.

Mr. Roy: Deputy Crown attorney. Then the Ontario Law Reform Commissioner, Ron Atkey; and from the judiciary Judge M. J. Cloney and D. Vanek.

Mr. Shulman: Modesty prevented me mentioning the members.

Hon. Mr. Bales: I gave him the opportunity and he didn't follow through.

Madam Chairman: Shall item 2 carry?

Item 2 agreed to.

On item 3; Mr. Deans.

Mr. Deans: Thank you. I want to speak to the minister about a particular case. I want to speak about a gentleman who is an immigrant to Canada, who came here and worked very hard and is now extremely disillusioned. He is disillusioned mainly because of a paragraph I want to read to you before I go into the details of the case. This is a letter he sent to me and I read it to you;

From 17 examinations, eight examinations have been postponed—

Hon. Mr. Bales: I beg your pardon? I couldn't quite hear.

Mr. Deans: I'm sorry, I'll go back again. The gentleman wrote this letter to me about a case that he was involved in.

Hon. Mr. Bales: Is this, may I ask, a recent case?

Mr. Deans: It is.

Hon. Mr. Bales: And could you tell us, just to help us—

Mr. Deans: I'm going to tell you all about it.

Hon. Mr. Bales: Yes; but what court was it in, that is all, so we get the background?

Mr. Deans: It was in Hamilton and exactly which court you may be able to tell for yourself. I'm afraid I'm not—

Hon. Mr. Bales: Mr. Lawlor would be of assistance to you here.

Mr. Deans: It was a civil matter. I want to talk about the judge really, rather than the case. Let me read you a paragraph and you will see what I am getting at—

Hon. Mr. Bales: Fine!

Mr. Deans: Okay. I'm sorry. It may be a mite confusing, because I'm not familiar with the law the way the other members of the committee are. What he says to me in the third from the last paragraph in his letter is:

From 17 examinations, eight examinations have been postponed. After further meetings with Mr. W. [who was his lawyer] my case went to trial in approximately January 1970.

The judge refused to study the questions and answers—1080 questions from the lawyer of Cope and Sons—and recommended to the lawyers to look for another judge, because the judge said he is not an accountant and threatened to throw this examination book out the window.

I'm concerned because of what happened. I am going to go back and talk about the case itself to see the kinds of things that happened to this gentleman leading up to that final thing.

This was the breaking point for a man who came here, who worked in the mines, built up a small business, went through the normal procedures of trying to keep his head above water. He came to difficulties on a rather large contract and found a judge, according to his statement, who was not prepared to accept the responsibility, which I think the judge ought to have accepted.

In the final analysis the man had to be declared bankrupt. He lost everything he had worked for and now sits trying to live off his old age pension, with nothing left.

I want to go back to page one, and I'll read it to you. It is from a Mr. S. H. Berthal who lives in Stoney Creek. I am reading from the letter:

I was the owner of a concrete restoration company located in Timmins, Ontario. [It was in 1965.]

On December 26, 1965, I received a phone call from the city of Hamilton engineering department to come as soon as possible to Hamilton to inspect several concrete bridges where surface repairing was necessary.

On December 27 and 28, 1965, I inspected, together with the city engineer, Mr. Brenner, seven bridges in the city of Hamilton, including the bridges of the rock gardens. On December 30 of 1965 I returned to Timmins and forwarded a report and an estimate to the city of Hamilton engineering department.

On August 12, 1967, I received from the city of Hamilton the specification with a tender form for repairing the above-mentioned bridges. The tender asked for \$2 million in public liability insurance, \$500,000 property damage and a \$15,000 deposit. As my company could not afford this amount, I reported this to the engineering department—to Mr. Bishop. I was recommended through him to the general contractor Cope and Sons of Alberta St. in Hamilton.

On August 14, 1967, the bridges on the mountain brow and Concession St. were inspected by Mr. W. Horton representing Cope, the city engineers, Mrs. Stone, J. Williams, a city inspector and myself.

On August 28, there was a meeting at the city hall regarding the bridge repairs. On August 29 there was another meeting at the city hall about the same job; and on September 5 a meeting with Cope and Sons' Mr. W. Horton concerning agreement that my company would work as a subcontractor for Cope and Sons.

On September 30, 1967 I got a phone call from Mr. Horton of Cope and Sons that my company should start the bridge repair October 3, 1967. Mr. Horton and myself worked out an agreement and before I signed I consulted my lawyer, Mr. L. [I'm not going to involve the lawyers] who found the agreement acceptable.

As all insurances were in the name of Cope and Sons my crew also had to be on Cope's payroll. When we started cleaning the surface of the bridge we found that the concrete was rotten through and through. The job was stopped by the engineer in charge, Mr. J. Williams. Mr. Horton and myself had to wait for new instructions from the city engineering department.

My crew continued on small patching jobs. On Oct. 12, 1967, we got the order from engineering department to rip up the rotten concrete, all of which increased the

cost for labour and material. On Oct. 16, 1967, we had a meeting with Mr. Bishop and Mr. J. Williams, Mr. W. Horton, Mr. Stone and myself. An additional charge for the extra was accepted by the city of Hamilton.

On Nov. 15 both bridge repairs were completed with the exception of small patching, which could not be done due to freezing weather conditions. Both bridges were inspected by the city of Hamilton and opened for traffic.

At the end of January, 1968, Cope and Sons and Mr. W. Horton dissolved our contract without explanation. From Cope and Sons I received a total payment for my job of \$3,200, while Cope and Sons received from the city of Hamilton over \$33,000, which included a blacktop job for both bridges done by the Cope company.

When I forwarded my invoice of \$11,600 to Cope, I did not get an answer. On January 11 I saw my lawyer Mr. L., who wrote to Cope suggesting I will put a mechanical lien on the bridges.

January 18, 1968, meeting with the mayor of the city of Hamilton—the mayor promised to talk to Cope and Sons. Jan. 24, 1968, I had a phone call from a man at city hall insisting that he is the mayor and I will get the money for the bridges very soon. [And in quotations it says, "it was not the voice of the mayor."]

Feb. 12, 1968, went to Mr. L. he promised [Mr. L. is the lawyer] to put the case to court which he did in March, 1968. [Now, this is starting with the court.]

On April 11 there was an examination at the court house, which was postponed. On May 27, 1968, again examination at the court house was postponed. August 11, 1968, examination at the court house postponed. After Mr. L. asked for a payment [he did not have enough cash] I offered him 10 acres of land near Huntsville for a price of \$1,000.

He offered for this land only \$550, due to the fact that I had been waiting for payment from Cope and Sons since 1967. I had no further funds and had to go through with the deal for \$500. In addition I paid him \$150 by cheque.

In March, 1968, Mr. L. sued Cope and Sons in the city of Hamilton for payment of \$11,600. On Dec. 11, 1968, Cope and Sons put a counter claim to the court. After turning over my land and the \$150 to Mr. L., I couldn't reach him, either by phone

or in his office. He was out of town, or not in his office.

In April, 1969, I arranged four appointments which Mr. L. accepted, and when I showed up in his office he was not in. As I lost confidence in Mr. L., I wrote him to transfer all my papers in the case to Mr. W [who was also a lawyer]. After four weeks waiting, Mr. L. forwarded the file to Mr. W, asking for initial payment of only \$100. Mr. W advised me to make an application to legal aid, which he did and was accepted.

Due to the fact that I had no more money I had to sell some of my construction equipment to make a living. After many meetings with Mr. W, I had examinations. [And he says who represented who, and I don't think that matters.] The first examination, Aug. 25, 1969, was postponed; Sept. 2, 1969, there was an examination; Sept. 4, an examination; Sept. 9, an examination postponed; Sept. 24, an examination postponed; Oct. 22, an examination; Feb. 3, 1970, an examination; March 17, an examination; March 19, an examination postponed; March 20, an examination; April 2, an examination; April 13, an examination; June 24, an examination; June 24, an examination postponed; July 21, an examination. [These were all in the court house.]

[This is the paragraph I read to you to begin with]: From 17 examinations, eight have been postponed. After further meetings with Mr. W, my case went to trial. Approximately January, 1970, the judge refused to study the questions and answers 1,080 questions from the lawyer of Cope and Sons—and recommended to the lawyers to look for another judge; because the judge said he was not an accountant and threatened to throw this examination book out the window.

After we left the courtroom my lawyer and the lawyer of Cope went into a room to discuss the new situation. It was not more than 15 minutes when my lawyer, Mr. W, told me in the presence of a witness, Mr. Breithaupt: "In this country you can only win when you have money, and as you do not have money, you will never win. There is only one way for you to go—declare bankruptcy."

Then he goes on to say that he had to do that; and he is now, in fact, in a very sorry state.

Now this is a pretty sordid story. It's really destructive of all the things that this man had worked for. His whole case was built around the documents pertaining to the work he did. He attempted to provide all of the various receipts; documents regarding finances; documents regarding the contracts that were signed; the legal implications of what had gone on; and the judge simply refused to hear them.

He refused to look at what was there in evidence, and as a result of that he could go no further. He didn't have the financial resources to go any further and he eventually—He sits now in an apartment with his wife, struggling by on a rather pitiful old age allowance. He is a man who, as I say, came here from Austria, who worked in the mines in western Canada, who built up a little bit of money, used it to buy and provide for himself, and never asked anybody for anything. All he asked for was a fair hearing.

I have got to say to you, on the basis of what I read, he didn't get a fair hearing; if in fact, the judge did say what he is reported to have said.

I know Mr. Bethal, I have spoken to him so many times and I believe he is honest. I believe that he is telling the truth. It just seems to me to be a pitiful shame that a person could have his whole life destroyed because of what might be intolerance; because of what might be any other number of things, maybe just simply incompetence. It may be any number of things.

I want to ask you, in a case where there are a number of documents which are of a financial nature, bookkeeping documents and the like, does the judge have access to professional advice in terms of reviewing the things that are put on file?

Hon. Mr. Bales: He can obtain it under the Judicature Act.

Mr. Deans: Why then would a judge take such a negative position, having recognized all of these—

Hon. Mr. Bales: I have to say to you I can't recall a case that I had—and it is some time since I really practised—where they exercised that right, but they can do it.

Mr. Deans: It was a shame really. There was a long delay and a lot of cost and what little he had he lost. Surely it would be a requirement of any judge, if he found the evidence which was presented to be either beyond his competency or if he found that it was too involved for him to understand, to

seek other assistance and not to disregard the whole matter and not throw it out of court; not just simply to refuse to deal with what was in fact the substance of the argument. I just feel very badly, because I don't know whether this is an isolated case or whether in fact there are other cases not unlike this that go through the courts.

Hon. Mr. Bales: I think, Mr. Deans, it is a rare situation, but it may happen. I couldn't say it doesn't happen. On the other hand, and you correctly said, if it is as you described it—

Mr. Deans: Oh, I recognize that.

Hon. Mr. Bales: You and I recognize that so frequently there are two sides to these cases, two different interpretations. Taken on the facts as you have related, I think it is an unfortunate situation. I am not sure whether it was appealed or not, but on the basis of the facts that you have indicated, I think it should have been.

Mr. Deans: I don't know whether it can be appealed, even at this late date; and I don't know whether it was appealed.

The only thing is, would the gentleman involved be able to receive legal aid in order to appeal? I don't know what he would be appealing, because in fact there was never a judgement. So he could hardly appeal the judgement because the judge never listened to the case.

Hon. Mr. Bales: He is quite capable of applying; his case would be one in which he could apply for legal aid.

Mr. Deans: No, he didn't hear it. I just wonder what he would do under the circumstances. He eventually went back—

Hon. Mr. Bales: Mind you, I have to say to you; from what you have read there I think the lawyer was at fault, if it were as you have read it.

Mr. Deans: I could go further on it and tell you more about the fact that the lawyer didn't call the only witness who was available, who knew of the circumstances, who was the foreman on the job.

I agree with you. That's why I didn't name the lawyers, because I didn't think it appropriate to do that. There are other circumstances surrounding it, and I think the lawyers were at fault in the case to some extent.

I also think that in a case like this, where you have a person whose knowledge of the

law, firstly; and secondly whose ability to speak the language of the country is somewhat impaired, in such a case there has to be a much greater degree of understanding on the part of the person who is hearing the case to ensure that justice is, in fact, done.

I'll take your advice. If it can be appealed, I will try to find a way. I just find the whole thing to be very disturbing.

Hon. Mr. Bales: Well, you see, when I give you that advice there is much that I don't know about the facts.

Mr. Deans: No, of course not.

Hon. Mr. Bales: Nor do I know when it was dealt with.

Mr. Deans: It was dealt with in 1970.

Hon. Mr. Bales: Well, that is a long time ago.

Mr. Deans: Oh, but he has been trying to get something done about it ever since. He has written any number of letters.

Hon. Mr. Bales: There is a certain period of time when he must take some definite action before the courts. This is the point.

Mr. Deans: I want to ask in that regard, since there doesn't appear to have been any judgement rendered in the original case, is there still a limitation on the time?

Mr. Singer: It is a little vague as to whether he rendered a judgement or whether he dismissed it.

Mr. Deans: I think he dismissed it.

Hon. Mr. Bales: Then that's a judgement.

Mr. Deans: Anyway, I wanted to raise it with you, because it is such an aggravation to me to see this kind of thing happen to a person.

Hon. Mr. Bales: I couldn't give you any definite answer on that, not criticizing you and the information you put before us, but you have to look at the whole file.

Mr. Deans: I would let you look at it, but it is a long file.

Mr. Singer: Could I ask a question?

Mr. Deans: Yes, I am finished.

Mr. Singer: Could I ask for a status report on the interesting case of Her Majesty the Queen and Dow Chemical?

Mr. Lawlor: May I pursue this case for a moment?

Mr. Singer: Yes, let's forget about Dow Chemical!

Mr. Lawlor: No, we'll get to that in a moment.

In the mechanic's lien situation it is supposed to be less costly and most expeditious, and it is an appalling record to see all those examinations. It is the first time I have heard of it myself. You have got all those examinations. Leaving aside the ones that are postponed, one finds it inconceivable that in a case which is designed specifically by way of procedures to foreshorten hearings and what-not they would run into a plethora of examinations of that kind.

Secondly, what I would like to know is, while we have a judicial tribunal to review the conduct of judges—this would be a county court judge—is there any redress against judges at the federal level in this way? Have they got a judicial council?

Hon. Mr. Bales: That would be the judicial council.

Mr. Lawlor: Well, you certainly should inform them of the situation involved in this case.

Mr. Callaghan: The judicial council was put into operation in January of this year.

Mr. Roy: And that would be in the county court?

Hon. Mr. Bales: In the Supreme Court.

Mr. Singer: And federal court?

Mr. Callaghan: And federal court too.

Mr. Roy: Just on that point of provincial judges, what body would have to review?

Mr. Callaghan: Provincial judicial council.

Mr. Roy: I see; sorry!

Mr. Lawlor: Well, those are the basic things that I wanted to mention. Go ahead!

Madam Chairman: Mr. Singer.

Mr. Singer: Could I ask for a status report on the present situation of Her Majesty the Queen in right of Ontario Dow Chemical?

Hon. Mr. Bales: The action is proceeding.

Mr. Roy: That is not saying too much.

Mr. Singer: What stage has it arrived at?

Mr. Shulman: The proceeding stage.

Hon. Mr. Bales: That is right.

Mr. Singer: Surely, Mr. Minister, we are entitled to something more detailed than that?

Hon. Mr. Bales: All right, we'll go into a little more detail than that. As you are well aware, Mr. Callaghan, before he returned to the department as the Deputy Attorney General, was the counsel in reference to that particular matter.

Mr. Roy: Pleading the thing; right!

Mr. Singer: Well, let me follow this thing through. How far have we gotten along on it?

Mr. Callaghan: In the action, Dow United States was joined as the parent company, for many reasons. A motion was made by counsel for Dow United States to strike them from the action.

Mr. Singer: I am aware of that.

Mr. Callaghan: A cross-examination took place on an affidavit filed in support of an order permitting service *ex juris*.

The cross examination lasted some period of time and objection was taken to a series of questions that were asked in that cross examination. The question of whether or not those questions should be answered in that forum on those proceedings was referred to the Master. A motion was argued on two days and the Master has reserved his ruling and has not, as yet, brought down his ruling on whether or not answers are compellable in these circumstances to the particular questions.

At the same time, there's a plethora of scientific investigation going on in relation to the actual methalation of mercury in river beds. All of which is being gathered together. That's the stage of the action at this point.

Mr. Singer: Have we gotten as far as the statement of claim yet?

Mr. Callaghan: The statement of claim was served with a writ of summons.

Mr. Singer: We have seen no statement of defence?

Mr. Callaghan: Not until they determine whether or not Dow United States—the parent company—is a proper party.

Mr. Singer: I see.

Hon. Mr. Bales: The Master's decision!

Mr. Singer: And, needless to say, we have no discovery?

Hon. Mr. Bales: No, no!

Mr. Callaghan: That depends on what you consider—

Mr. Singer: Would Mr. Callaghan care to venture a guess as to how many years it might be before we might get to trial?

Hon. Mr. Bales: While I am Attorney General.

Mr. Callaghan: It will get to trial.

Mr. Singer: It will get to trial! Well—

Mr. Lawlor: That is five years!

Mr. Singer: That's very interesting, even though it isn't very informative.

Mr. Roy: Because that Master's decision, I suppose, can be appealed right up to Supreme Court of Canada if you like?

Mr. Callaghan: There are substantial issues on whether or not the United States parent is responsible for the tortious acts of its Canadian subsidiary.

Mr. Singer: And I dare say Mr. Elderbridge is well aware of his ability to proceed, and very possibly, if he doesn't get a decision he would like, might take the question of whether or not questions should be answered on the examination as far as—

Mr. Callaghan: I think he'll exercise all rights which are appropriate.

Hon. Mr. Bales: All the way along.

Mr. Callaghan: That may well be.

Mr. Singer: Well, would you anticipate, knowing the kind of legal defence there is available for the defendants, wouldn't it be reasonable to say that it's unlikely we're going to see a trial on this for four, five or six years?

Mr. Callaghan: All I would be able to give you is an educated guess, but I would hope there would be a trial long before that.

Mr. Singer: All right!

Mr. Roy: Well, there's a lot of points in between.

If that's the situation he could appeal all the way up and he could effectively stall

you—well, I shouldn't say stall you, he's got good points of law. Just on this Master's ruling he could go right up to the Supreme Court of Canada, and that's a year and a half.

Mr. Singer: He'll go four or five times on this and other points. That is my guess.

Madam Chairman: Is there anything else, Mr. Singer?

Mr. Singer: Has there been any consideration given to abandoning this lawsuit and proceeding by way of litigation, executive order or other methods, to satisfy the serious problem of the pollution of the St. Clair River?

Hon. Mr. Bales: No, it's proposed to proceed by the litigation. It was given careful consideration before the action was started.

Mr. Singer: Yes, and it was one of the banner headlines of the election campaign!

Mr. Shulman: Next election, too!

Mr. Singer: Under what vote do we deal with the question of reporting in the courts, the various reporting services available?

Hon. Mr. Bales: I am sorry.

Mr. Singer: Reporting, court reporting?

Madam Chairman: Vote 1005, item 1.

Mr. Singer: Vote 1005, programme administration; is that reporters?

Madam Chairman: Yes.

Mr. Singer: Court reporters?

Madam Chairman: Yes; also French language!

Mr. Singer: Court administration. Well, I don't care where we deal with it particularly as long as we can deal with the very serious question of reporting on all levels, so that we won't be broken down and have to deal with it on five separate votes. I'd like to deal with it on one occasion.

Madam Chairman: Have you anything further on this one, Mr. Singer?

Mr. Roy: Anyone else? Mr. Lawlor.

Mr. Lawlor: I just want to mention to you that I have a case in the county of Essex at the present time of a woman, a widow, who has placed her life savings—Mr. Deans reminded me of the situation—and who has

commenced proceedings on a mechanic's lien basis in that county.

She has been to a number of lawyers, evidently, and she was a difficult person. She has been to three different firms. One firm came very close to reaching a settlement at one point.

Now of recent date I was in touch with Randall Dick, and I should have got in touch with you too, I suspect.

Her case is coming up there in the next two or three days, maybe the day after tomorrow—well maybe tomorrow, Friday.

Hon. Mr. Bales: Are you representing her?

Mr. Lawlor: She has no representation at the present time. Our office phoned the director of legal aid; this is a dreadful situation, no lawyer. I got in touch with the Toronto law firm and got the names of three eminent counsel in the Windsor area. She went to every one of them. They all turned her down.

Two of them said they were much too busy and a third one said he knew about the case and wouldn't touch it with a ten-foot pole.

So we phoned the director of legal aid. He said he knows about it too and he won't.

Now surely a woman can't be left dangling and derelict. She is going to have all her savings eaten up, and get beaten into the ground, because the other lawyers intend to proceed. She is appearing before the judge who said the matter is peremptory as far as he is concerned, and she is going to have to appear completely bereft of counsel.

I think it is an appalling situation. If I give you the name of this woman could you possibly look into that tomorrow?

Mr. Callaghan: We will do our best.

Mr. Lawlor: Would you? Because, I mean—

Mr. Singer: What is the nature of the case?

Mr. Lawlor: Oh, she is erecting a house. She put all her savings into it.

Hon. Mr. Bales: Did she have a solicitor when the action began?

Mr. Lawlor: Yes, she had two solicitors. She had one solicitor who almost carried the matter through. He appeared at a previous hearing but wasn't quite prepared, so had to postpone. I will give you the details on the case. It just struck me—

Hon. Mr. Bales: We will do what we can.

Mr. Lawlor: I feel very badly. This is her life savings in this matter. Okay?

Madam Chairman: Item 3 carried.

Hon. Mr. Bales: Better give it to us tonight. Because you understand we can't force people—

An hon. member: But we can see what the hell we can do.

Madam Chairman: Vote 1004, courts administration programme.

Mr. Singer: No, no; that is the counsel services!

Madam Chairman: I'm sorry, same page. Item 1.

Mr. Roy: Just one point. What is this Proceedings Against the Crown Act?

Mr. Lawlor: Yes, good for you.

Mr. Roy: What is that?

Mr. Callaghan: That is the statute which gives the citizen the right to sue the Crown. It does away with the old petition of right procedure. The sum put in the estimates is nominal because you never really know what the extent of the liability of the Crown is going to be in any particular year for the tortious acts of its servants. That is what the vote is for.

Mr. Roy: Yes. Just looking at the previous estimates it looks as though you have been highly successful in avoiding—or at least in your litigation. You've only paid \$1,325 in 1970-1971.

Mr. Callaghan: Yes, right!

It is an amazing fact, but it doesn't seem that the legal profession has taken too much advantage of that statute since it was brought in about 1966 or 1965.

Mr. Roy: That is very interesting. As you know, at the federal level they are quite active in that.

Mr. Callaghan: Yes.

Mr. Singer: We fought very hard to get that on the statutes.

Mr. Callaghan: Yes, and we thought it would open the doors to many things. Yet the legal profession very rarely rely on it.

Mr. Lawlor: You don't have to get consent any more. It is really absolutely as a right.

Hon. Mr. Bales: You have to give 60 days' notice, that's all.

Mr. Lawlor: Yes, you have to give notice.

Mr. Roy: And you could sue, say, an official or some employee hired by the Crown, including Crown attorneys?

Mr. Callaghan: The Crown is responsible for the acts of its employees the same as any other principal would be.

Mr. Roy: It is very interesting that there hasn't been much use of that.

Mr. Lawlor: A fertile field for litigation.

Mr. Roy: Sure, yes. We should specialize in that.

Mr. McIlveen: That would be good administration.

Mr. Singer: Yes, we noticed that in public accounts.

Mr. Lawlor: Yes, the marvellous capabilities of covering up.

Mr. Roy: I have no further questions.

Vote 1003 agreed to.

On vote 1004:

Madam Chairman: Does vote 1004 carry?

Mr. Singer: No, I want to speak to it.

Madam Chairman: All right; legislative counsel services.

Mr. Singer: What is the present complement of the legislative counsel's department?

Hon. Mr. Bales: Seventeen people.

Mr. Singer: How many lawyers?

Hon. Mr. Bales: One senior legislative counsel, one legislative counsel, one registrar of regulations and four counsel.

Mr. Singer: And the senior legislative counsel is Mr. Alcombrack.

Hon. Mr. Bales: That's right.

Mr. Singer: The legislative counsel is Mr. Stone?

Hon. Mr. Bales: That's right.

Mr. Singer: The complement of that department or that branch has been increased, has it, in the last year or two?

Hon. Mr. Bales: By two.

Mr. Singer: Just by two! Have any efforts been made to encourage courses in legislative drafting?

Hon. Mr. Bales: I beg your pardon?

Mr. Singer: To encourage courses in legislative drafting in our universities and our law schools?

Mr. Callaghan: That is the type of course, I think, which was introduced seven or eight years ago in some of the law schools. Most of the programmes emanated from Mr. Dreiger's book or Dr. Coode's book—I am sure you are familiar with both of them—on legislative draftsmanship. It's a very specialized field, and not too many people are interested in it. All the governments in Canada, all the provincial governments and the federal government, have a great deal of difficulty in getting qualified people in that area.

Mr. Singer: I recognize that. We see it all too frequently, unfortunately, in some of the bills that come before us. We see it because of the difficulty of the volume of material that legislative draftsmen have to prepare, both for government and for private members. There have been complaints in the House in recent weeks as legislation seems to be coming in in the last few weeks of this session.

It seems to me it would well behove the government to take some kind of active steps to encourage people to embark on a course of legislative drafting. It's a very highly skilled art, and as Mr. Callaghan says there is a real shortage.

I think one of the great faults—not an Ontario fault—one of the great faults in a very important recent statute, the revisions to the Income Tax Act, was bad drafting. It was one of the most complicated statutes that's ever been written. And while it may be apocryphal—I choose to believe it's more than that—the man responsible for drafting said he really needed a year and a half to do it and he was given only six months.

Surely, Mr. Minister, the time has come when government has to take some very serious steps to encourage, by way of scholarships, bursaries, offering good jobs, paying better salaries, this very important field. Legislative procedures are not going to get less complicated; they are going to get more complicated.

Very often the lay members of the Legislature, as distinct from the legal members,

make the complaint. Who was it? One of the members from Sudbury, or was it the member from Hamilton, earlier tonight, was saying he wishes somebody would begin to write statutes in more understandable language. Sometimes, that's very difficult, but I often feel, as I see these statutes phrased, that they are badly phrased. The present legislative counsel, as efficient as they might be, don't have enough time; they are under too much pressure in too short a period of time.

Things that should be in statutes are not able to be drafted, and the minister is given the task of trying to explain away why so much is left to regulations. That really is a dodge on many occasions to allow better consideration which defeats, to a certain extent, the legislative process.

I would hope that you would have in mind, very quickly, some real programme of encouragement, even though it's going to cost a few dollars. I think the government of Ontario has a responsibility to do this.

Hon. Mr. Bales: Certainly the number of bills and requests has gone up very greatly in the last few years. As you and I will recognize, it is a very specialized type of thing and I think it does need training, encouragement and apprenticeship in that particular area.

I think you might be interested to know that in this present session, for example, forgetting government bills—and this report was prepared for me at the beginning of this month—64 bills had been prepared for private members at that time and another 10 were still in the course of preparation.

Mr. Roy: Perhaps private members are abusing this.

Hon. Mr. Bales: Looking back over the last few years—for example, 1967 through 1971; this year is not complete—the number of government bills they drafted in those years went from 149 in 1967 to a high of 223 in 1970. It dropped back last year. The private bills were fewer in number.

They prepare many more private bills than are actually introduced but, nevertheless, the work is done.

The number of private bills between 1967 and 1971 went from a low of 22 in 1968 to a high of 109 in 1970.

Mr. Shulman: It is obvious that somebody is abusing the system.

Hon. Mr. Bales: Well, I wouldn't want to say. I wouldn't say anybody is abusing it, but there are some members—

Mr. Roy: They certainly use it.

Hon. Mr. Bales: —who have a larger number of requests, shall we say, than others.

Mr. Singer: Those statistics are very interesting, but what are you going to do about it? It results in several things that are wrong. One is that we often see bad draftsmanship. The second is that we see too much left to regulations so somebody can have a second run at it.

The third one, and perhaps the most serious problem, is that because of the pressure on legislative draftsmen and the few trained ones that we have available, so much seems to be crowded into the last few weeks of any session, which is unfair to the people who have to deal with it. It is unfair particularly to the opposition which doesn't have a chance properly to examine these statutes and reasonably to inform themselves so that they will be able to give proper criticism. Have you any programme in mind and are you going to do anything?

Hon. Mr. Bales: There are a number of things. As chairman of the legislation committee of cabinet, I think I can say this year, while we were not entirely successful, we have been able to bring in the legislation on a more even basis. I know the problem that you are speaking about, and I've noted it, about bringing in large numbers of bills in the last few weeks. It happened two years ago particularly.

Mr. Singer: And it is happening now.

Hon. Mr. Bales: Yes, but not to the same degree. We have endeavoured to bring it in on a more even pace. I'm proposing, and I've said this to cabinet, to have the legislation committee function not merely during the period when the Legislature is in session, but rather do it over an extended period of the year and insist that the legislation be brought to that committee during the period of the year, so we can develop it over a greater period of time.

Mr. Singer: That's within the government competence, but where you are going to fall down is the ability of your legislative counsel to turn it out and turn it out well.

Hon. Mr. Bales: We must recruit more people. There's no question about that.

Mr. Singer: Have you any plans in that regard?

Hon. Mr. Bales: Yes. I have plans, and I will be making a request to Management Board for greater staff next year, but we must also seek out that staff.

For example, some of the people, when Mr. MacTavish was here, had been here for long years. Some of the staff have come to that branch only in recent years. Some of them practised law here in Toronto for a few years before they came.

I think, hopefully, we must develop it, perhaps through the university. Perhaps we can recruit people from law schools and so on.

Mr. Singer: That's what I had in mind. We were talking a few moments ago in another context about one of the reasons why assistant Crowns were perhaps staying a little longer. One of the reasons might well be that there are more graduates out of law school and the security of being an assistant Crown is a little more appealing than it was a few years ago.

I know, and I'm sure that you know, there are a lot of young people coming out of law schools who are hard put to find good employment commensurate with their training.

Hon. Mr. Bales: Also I'm finding more people today who are fully qualified lawyers but do not necessarily want to go into the active practice field. They want to deal with, shall we say, one client. They don't want to go out into what I call a commercial practice.

Mr. Singer: This is true, but I would think you should embark on some kind of a programme, of bursaries, scholarships and active recruitments.

Send the senior legislative counsels into some of the law schools; let them extol the glories of being a legislative draftsman; let them say what the salaries are going to be and what the future is I think that certainly it's going to be an increasingly important field of the civil service. I think you've got to take some active steps, other than just asking for more complement. More complement by itself is part of the answer, but you've got to have trained people.

Hon. Mr. Bales: You have got to seek out the right people.

Mr. Singer: That's right.

Madam Chairman: Is that all for you, Mr. Singer? Then Mr. Roy.

Mr. Roy: With your permission, Madam Chairman, I might just make one comment, briefly, and I intend to stick to this item.

I found it very interesting when we discussed disclosure earlier. I see you have got all sorts of books there. You seem to have far more detail than we have here. Do you not think maybe a bit of disclosure on your part to us here would avoid a lot of questions, if we were given more detail in the estimates?

When we are asking questions about how many people in different positions, surely that's a routine matter. It might avoid a lot of questions in the estimates if he had more detailed books like you have. I'm not suggesting you give me your book or anything, but I'm—

Hon. Mr. Bales: I don't mind.

Mr. Roy: It's interesting that we were talking earlier about disclosure. It might save a lot of time if we had more details in these estimates.

Hon. Mr. Bales: When I was in the Department of Labour, I usually produced a small book giving a number of the statistics of the department. I started that when I was there and I found it helpful. In another year in this department, when I'm a little longer at the thing, I think it might be of assistance. I found there it cut down on time, because it was some of the routine information members found helpful.

Mr. Roy: I have a second question about this service. I find it interesting that you were talking about, and the point was certainly emphasized by my colleague Mr. Singer, the delays and the difficulty in this field of drafting legislation. How is it that if you are aware of the problem and are thinking of maybe recruiting more people, or in other words having more production out of that department, that the estimates seem to be gradually going down in that area? I look at the estimates for 1970-1971, and what was estimated at \$743,000 was down to \$459,000 actually; and up to \$565,000 and \$269,000 this year.

Hon. Mr. Bales: Well you will appreciate that the RSOs 1970 were produced in recent years, which took a great deal of extra staff and extra money. That is an expense that occurs in larger amounts every 10 years.

On the other point in reference to the drafting, I think I should make it in reference to some of the people who are there

now. There are two or three who came to that branch in recent years, and it takes several years, when they are not accustomed to the work, to develop the expertise to work on those bills and produce them at a greater rate.

Mr. Roy: You are paying them less, you are saying, so your estimates—

Hon. Mr. Bales: No, but there was greater expenses caused by the revision.

Mr. Roy: You say that the cut, from \$565,000 last year to \$269,000 this year, is due mainly to the fact that you were drafting RSOs.

Hon. Mr. Bales: Not just drafting, but the expense involved.

Mr. Pukacz: The total cost of printing was \$753,503.

Mr. Roy: Of the RSOs?

Mr. Pukacz: Of regulations and RSOs.

Mr. Roy: But that was spread over two years, though, wasn't it?

Mr. Pukacz: Yes, it was spread over two years; that is why there are higher expenditures estimated for those two years.

Mr. Roy: I see. The final point I would like to make to the minister, Madam Chairman, is that I think the Ottawa law school is embarking on that type of programme quite seriously, because as you know, with the federal government there, they have access to professors and technicians who are of assistance in teaching these courses on legislative drafting. It might be an idea to look at the programme there and give it some special encouragement because of the emphasis put on it.

Hon. Mr. Bales: May I ask if it is a graduate course, or do you know?

Mr. Roy: I am not certain; I don't think it is. I think it's—

Hon. Mr. Bales: One of the courses.

Mr. Roy: It's one of the courses, but they are embarking on it quite seriously. There is a fellow by the name of McIntosh who is the head of the—I see Mr. Callaghan nodding his head; does he know?

Mr. Callaghan: He is from the Department of Justice in Ottawa.

Mr. Roy: Yes. He has been on this for quite some time, and they are accelerating that programme at the Ottawa law school. I think it might be a good idea for you to look into that and to encourage this type of specialization, because the points raised by Mr. Singer are certainly valid. I ask for one bill to be drafted, and I think it took two months before I got it back, and it wasn't that complicated. It was only a bill regarding term papers; it wasn't very complicated at all. I think you might look into that situation.

Hon. Mr. Bales: Right!

Madam Chairman: Mr. Lawlor.

Mr. Lawlor: Well, a word on legislative drafting.

My opinion is that the legislative draftsmen for the province are giving a good quality of work. On the several bills that I have had to deal with—a terribly complicated one on champerty and maintenance—I received their full support and got it through very quickly.

My feeling, when to the contrary a minister, in this case the Treasury through Mr. Meen, brings in a bill and the day after it is introduced it requires over an excess of 50 amendments is it lies with the minister not knowing the amplitude of his thinking. All the draftsman can do is follow instructions. If the bill doesn't embody what the intent is, then there is very little that can be said.

But did I understand the minister to say he would lend me his book overnight?

Hon. Mr. Bales: I said I would be glad to show it to you and give you whatever information you really need.

Mr. Lawlor: Very interesting.

What I want to talk about at the moment in this particular vote is the conference on the uniformity of law. What is taking place in that area at the present time?

Hon. Mr. Bales: The conference meets annually.

Mr. Lawlor: Have you had an opportunity to attend yet yourself?

Hon. Mr. Bales: No. Mr. Randall Dick, the former Deputy Attorney General, has been a member of that for some time. Normally the Deputy Attorney General is the representative on that committee; and Mr. Leal, who is head of the Law Reform Commission; and Mr. Alcombrack is on it.

Mr. Lawlor: The conference seems to kick around the same subjects over some periods of time. Securities legislation having uniformity throughout the Dominion—that is one of the subjects, I would take it? What else is under discussion within that conference at this time?

Mr. Callaghan: I really couldn't say other than they usually discuss things like the Compensation to Victims of Crime Act. They do draft bills that they would think would meet acceptance in all provinces, so there would be certain uniformity.

They discuss amendments to the Criminal Code, which are then usually approved—or considered at length. Then the federal government considers whether they will implement them. And a large number of their recommendations are implemented.

I have no practical experience, because I understand the conference is broken into two halves—the criminal half, which discusses the code; and the civil half, which discusses various topics. The Uniform Wills Act and some of the statutes that come through the reports of the Law Reform Commission are engendered, or at least discussed, at the uniformity conference.

Mr. Lawlor: Take that item. It was one of the matters that reached a high level of conclusion. You haven't seen fit to bring before the Legislature the uniform wills concept at all, thus far.

Hon. Mr. Bales: Not yet.

Mr. Lawlor: What is holding it up? Have you reached a consensus on uniformity?

Hon. Mr. Bales: No.

Mr. Lawlor: No? You really haven't? Despite the report! Has the deputy attended the conference as yet?

Hon. Mr. Bales: No.

Mr. Lawlor: You have never been there in any capacity?

Mr. Callaghan: Years ago I went as an observer.

Mr. Singer: Is it up to the thinking branch?

Hon. Mr. Bales: The deputy is new in his position as a deputy.

Mr. Singer: No, I was wondering about the deputy to the secretary? Is that his sort of responsibility? Where does one start, and the other cut off?

Mr. Lawlor: If we don't get anywhere with the ministers, we may as well try the deputies. Yes, where is the cut off?

Madam Chairman: Have you anything further, Mr. Lawlor?

Mr. Lawlor: I am waiting for an answer. It has been indicated to us that Randall Dick has been attending these. It would seem that he might have a continuity in this regard. On the other hand, the minister indicated that his deputy is the one that would be more likely.

Hon. Mr. Bales: No, let me make it clear. Randall Dick, the former Deputy Attorney General, has been going to them and my plan is that this year Mr. Dick should go again because he becomes chairman of the conference this year. For that reason I think, for the sake of continuity, he should continue that work this year.

I would hope that Mr. Callaghan might go for part or all of the conference along with Mr. Dick this year, so that next year he would take his place, being the Deputy Attorney General, and take part in it.

Mr. Lawlor: What has been achieved as a result of the conferences to this date?

Hon. Mr. Bales: I think they have been helpful, but nothing spectacular.

Mr. Lawlor: Nothing concrete?

Hon. Mr. Bales: Yes. Mr. Callaghan points out and it is true, it has developed, in reference to the Criminal Code, I think, a most constructive work.

Mr. Lawlor: In what dimensions of the Criminal Code?

Mr. Callaghan: If you look at Bill C-2, the new omnibus bill to the Criminal Code, I think if you go back through the proceedings of the uniformity conference, you will find that a great majority of those amendments were discussed at some time over the last two or three years.

Mr. Lawlor: Discussed or generated?

Mr. Callaghan: It's hard to say. I am not that familiar with where the thought starts, but they certainly were discussed. Many of those items were discussed.

Mr. Lawlor: Okay.

Madam Chairman: Thank you, Mr. Lawlor. Is there anything further on this? Shall item vote 1004 carry?

Vote 1004 agreed to.

Madam Chairman: Since we are almost at the 10:30 line, I suggest that we adjourn, but before we do I would inform you that after oral questions in the House tomorrow morning, we will be continuing again until 1 o'clock.

Mr. Lawlor: On a point of order before we retire, I understood the minister to say yesterday that he would produce a report, I thought, under a new vote that was coming up—

Hon. Mr. Bales: I did. At least I introduced a report on crime compensation this afternoon.

Mr. Lawlor: What I am thinking of—is there a land compensation board report or an expropriation review court report? Or anything like that? I am thinking of vote 1010. I wanted some grist for the mill.

Madam Chairman: Yes. Mr. Singer did not have a copy of the addendum.

Mr. Singer: I have it now.

Madam Chairman: May I have a motion for adjournment please?

Mr. Lawlor: I understood you—

Hon. Mr. Bales: No, it was crime compensation.

Mr. Lawlor: Was it?

Hon. Mr. Bales: Yes.

May I, just before we adjourn, perhaps clear up one or two things here? Yesterday, I think it was Mr. Lawlor who asked me the total amount paid in reference to Atlantic Acceptance on a cumulative basis, and the total to the present, from 1966 to 1972, is \$1,207,000.

Mr. Singer: Is it over now?

Hon. Mr. Bales: Yes! Finished, report published; everything!

Mr. Singer: Mr. Justice Hughes is back on the bench?

Hon. Mr. Bales: Has been for some time.

Mr. Singer: Good!

Hon. Mr. Bales: I was in error in one thing I said to you yesterday about the crime compensation board, in that their maximum payment to one person is not \$10,000—it's \$15,000.

Mr. Lawlor: \$15,000?

Hon. Mr. Bales: Yes. That was amended recently. Now, the other thing—

Mr. Roy: You've never paid that out have you—the full \$15,000?

Hon. Mr. Bales: No.

The other point Mr. Lawlor asked tonight—a question in reference to one vote—you were concerned as to the actual amount—

Mr. Lawlor: Yes, I have been satisfied on that.

Hon. Mr. Bales: That's been cleared up—with reference to employee fringe benefits?

Mr. Lawlor: That is right.

Hon. Mr. Bales: I think that brings us up to date on outstanding matters of which I am aware.

Madam Chairman: The meeting is adjourned.

Hon. Mr. Bales: Thank you, Madam Chairman.

The committee adjourned at 10:30 o'clock, p.m.

CONTENTS

Thursday, June 22, 1972

Ministry support services programme	S-1503
Crown legal services programme	S-1510
Legislative counsel services programme	S-1530
Adjournment	S-1536



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Attorney General

Chairman: Mrs. M. Scrivener

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Friday, June 23, 1972

Speaker: Honourable Allan Edward Rock

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

FRIDAY, JUNE 23, 1972

The committee met at 11:20 o'clock a.m., in committee room No. 1; Mrs. M. Scrivener in the chair.

ESTIMATES, MINISTRY OF ATTORNEY GENERAL (continued)

On vote 1005:

Madam Chairman: The meeting will come to order. Mr. Minister and gentlemen, we will commence our session this morning with the following substitutions: Mr. Shulman for Mr. Cassidy; Mr. Lawlor for Mr. Stokes.

We were about to commence, when we rose last evening, vote 1005, courts administration programme; item 1, programme administration. My first speaker is Mr. Shulman.

Just before we commence with Mr. Shulman, Mr. Singer, do you want to be a substitute for someone in your party?

Mr. V. M. Singer (Downsview): If that procedure is necessary—

Madam Chairman: Yes.

Mr. Singer: —to make you happy, Madam Chairman, I'll be—

Madam Chairman: If you want to vote at any point Mr. Singer; you cannot be a voting member unless you do.

Mr. Singer: I doubt very much if there will be any votes, but if it will make you happier, I will substitute for Mr. Worton.

Mr. J. P. MacBeth (York West): You don't make a very good substitute.

Madam Chairman: Good. Please proceed, Mr. Shulman.

Mr. M. Shulman (High Park): What are the duties of the senior judge of the Province of Ontario Mr. Klein?

Hon. D. A. Bales (Attorney General): His Honour, Judge Klein, is responsible for overseeing all the provincial judges throughout the province. His office is at the old city hall,

the provincial judges' headquarters in Toronto. He deals with the general arrangements that are necessary to keep the courts operating in the various places of the province.

Mr. Shulman: I see. It was given to me by a member of the courts that his job is to see that the courts run smoothly and allocate the judges to their various courts — is that it?

Hon. Mr. Bales: I beg your pardon?

Mr. Shulman: I'm asking, if I am phrasing it correctly, if his functions are to see that the courts run smoothly and to allocate the judges to the various courts?

Hon. Mr. Bales: Yes.

Mr. Shulman: I have a complaint, a very serious complaint, from a very responsible person in your department, I'm not going to ask you to investigate this; it is that those two functions are not being carried out by Mr. Klein at all; they're being entirely carried out by Mr. Fred Hayes.

Hon. Mr. Bales: Judge Hayes is the senior judge here in Toronto, in the criminal division. Judge Klein and Judge Hayes work closely together, particularly because they both have their offices in the same building. There's a close liaison between them, but Judge Klein carries out his responsibilities on a province-wide basis.

Mr. Shulman: I see. Well I am told, and I am asking you to investigate this, that Judge Klein is not carrying out his responsibilities; that Judge Hayes is being required to carry out all these responsibilities, and in addition sits in court every morning.

The information comes from a very reliable source, and I would like you to look into this. I am told it has now reached the point where Fred Hayes is doing Klein's entire job. If this is so, perhaps it is time—well I won't pursue that.

Hon. Mr. Bales: No, no; I'll be glad to look into this. This is not the information I have, but we want to find out about it.

Mr. Shulman: The next thing I want to bring up is the matter of a man by the name of Tony Cirillo. This poor man some two months ago had a very sad experience when he arrived as a Crown witness in the Supreme Court in Milton. Does the Supreme Court in Milton come under your jurisdiction?

Hon. Mr. Bales: Yes.

Mr. Shulman: All right. I'll just read from the editorial of the Daily Journal Record of March 23.

The treatment shown labourer Tony Cirillo when he arrived for a Supreme Court sitting in Milton this week to testify as a Crown witness before Mr. Justice Samuel Hughes is dismaying and should not go unchallenged.

Cirillo, a simple working stiff, showed up in court wearing street clothes. He was less than an example of sartorial splendour. In fact, he didn't wear a tie, nor did he have a dress jacket. Mr. Justice Hughes refused to allow the witness to testify—

And so on, and so on. That is the end of the quotation.

The tenor of this long editorial, which I shall not go into—I won't read it in length—is that ordinary working people should have the right to come down and give their evidence in the clothes they normally wear, and sartorial exactness should not be a requirement in giving evidence. Perhaps it should be for a lawyer; I wouldn't argue that. But surely a witness coming down shouldn't have his evidence refused because he isn't wearing a tie. I'll ask the minister—

Hon. Mr. Bales: I'll agree with you.

Mr. Shulman: Can anything be done about it?

Hon. Mr. Bales: We'll look into the matter. This is the first time it has come to my attention.

Mr. Shulman: All right!

Hon. Mr. Bales: As long as—a person coming to give evidence should be clean, and so on, respectable—

Mr. Shulman: Well no one is suggesting he wasn't clean.

Hon. Mr. Bales: But that is it as far as I am concerned.

Mr. Singer: Do all witnesses have to be respectable too? That is unfair.

Hon. Mr. Bales: In their own way; respect the court, anyway!

Mr. Shulman: You will follow this up?

Hon. Mr. Bales: Yes I will. Would you assist by perhaps giving me a photostat?

Mr. Shulman: I'll give you this if you will return it to me when you are through with it.

Hon. Mr. Bales: We will photostat it and send it back.

Mr. Shulman: The next thing I would like to bring up is a case that took place—it is now a year-and-a-half, and unfortunately there hasn't been an opportunity to bring it up before this—in front of Judge Bolsby. Again, I'll quote from the Toronto Star on this particular case:

A Gerrard St. E. store owner asked for a remand adjustment because his lawyer wasn't present, but was fined \$200 or 20 days in jail by Judge Bolsby for obstructing police during a fire last month which destroyed his store. Clifot Katsifaris had requested the remand because his lawyer Ian Scott was tied up in another court. The judge refused.

Katsifaris pleaded not guilty. Judge Bolsby also refused to let a student lawyer represent Katsifaris saying the student lawyer had no status in his court—

And it goes on from there. I am a little upset by this on two aspects.

First of all, if your lawyer is tied up in another court it does seem unreasonable that the judge won't allow a remand; and secondly, having a daughter who is a student lawyer who is going through the great frustrations of going down to these courts in an attempt to represent people who have been refused legal aid and who isn't allowed to speak also, I am wondering why won't you allow student lawyers to assist people who don't have any other help?

Hon. Mr. Bales: They can only act on very limited matters; and I think it is only natural. For example, you in your own profession, being a doctor, wouldn't want a student doctor, necessarily, to treat patients.

Mr. Shulman: Not if a real one was available!

Hon. Mr. Bales: Well, only in a great emergency would you want one; the same thing applies here. In any case, particularly where a person's freedom might be affected, I think it's incumbent upon the courts to try

to see that the person is adequately and properly represented—even though the person, who may be a student lawyer, is there with the best of intentions and endeavouring to do the job as best he can. They have recognized in recent times, in the summary conviction area particularly, that students do take some work; but when I was a student lawyer there was very little we did and could do in those cases.

Mr. Shulman: But is it better to give them no representation, rather than weak representation? That's really what it boils down to.

Hon. Mr. Bales: No. What he was suggesting, if I heard you correctly, was that there would be a remand or he would endeavour to set it over, and he would probably set it over until later in the court sitting.

Mr. Shulman: No, he convicted him. I'll read the rest of it—yes, he was fined \$200 or 20 days and the judge refused a remand.

Hon. Mr. Bales: Well, did he appeal it?

Mr. Shulman: It doesn't say.

Hon. Mr. Bales: He should.

Mr. Shulman: Well, all right! I'm not too particularly disturbed about this case; let's come back to the other matter I was asking about. There is a large group of students from York who are now working for—I'm not sure what the proper name is, but York University has set up an office—I'm sorry; can you help me?

Hon. Mr. Bales: Parkdale.

Mr. Shulman: Not the Parkdale one, it's another one. It's down on Richmond.

In any case, it's a group of nine law students who take cases involving people who can't hire their own lawyer and who for whatever reason, are turned down by legal aid. These kids go down to court with these people and they go through the frustration of sitting beside them, not being able to say a word.

What it really boils down to is that if people can't afford a lawyer, for a variety of reasons, and they are turned down by legal aid, they finally end up with a student; and the student isn't allowed to do anything for them when they get into court.

I certainly agree with you that it's far better to have a graduate doctor than a student doctor, but it's better to have a student doctor than no doctor. Similarly, I think

surely it's better to have a student lawyer than no lawyer, and I would like to ask your views.

Hon. Mr. Bales: That's the reason legal aid is provided, and I think in most instances there is assistance there for them. As far as I'm concerned, if they haven't representation and want to have representation, then they should obtain a remand so they can get it.

Mr. Shulman: But what if legal aid refuses?

Hon. Mr. Bales: But there are certain areas where they now permit students to assist people, and those are in the summary conviction area.

Mr. Shulman: Well, my next-door neighbour—next door to my office—a man by the name of Henry, who lives at 320 Roncesvalles, was charged with breaking into another apartment. He was charged by a man who happens to be the local drunk, but the JP didn't realize this and let the charge go ahead. The man, Mr. Henry, has numerous children and earns something under \$100 a week. He couldn't afford a lawyer; legal aid turned him down and said he should be able to afford a lawyer.

He finally ended up with a young lady I know rather well who is a student lawyer; she went down to court and held his hand. But when she got up to try to say something for him, for which she'd been carefully rehearsed by someone with some other minimum legal knowledge, the judge wouldn't let her say a word.

So poor Henry, who is a labourer and really is in shock as a result of this whole legal proceeding, had no one to speak for him.

Hon. Mr. Bales: Did he ask for a remand?

Mr. Shulman: He didn't ask for a remand, and she couldn't get to her feet.

Hon. Mr. Bales: You see, that's a breaking and entering charge—

Mr. Shulman: Yes.

Hon. Mr. Bales: —which is an indictable offence and a very serious thing; it comes under the code.

Mr. Shulman: Sure it is, of course! But in the end he was afloat on his own in court with no one to help him at all.

As it happened, the prosecutor's witnesses were on a binge that day and didn't show up. The prosecutor adjourned it to the next week, but they didn't show up again the next week or the third week. Finally the prosecutor dropped it, but what bothers me is the fact that only chance has sort of saved Henry from—

Hon. Mr. Bales: The judge was not acting on a mere caprice or whim on his part. He was following the rules with reference to that matter.

Mr. Shulman: That is what I am worrying about.

Hon. Mr. Bales: That is one of the rules under the Criminal Code.

Mr. Shulman: I understand that. I am suggesting that perhaps that rule should be changed.

Hon. Mr. Bales: An indictable offence! In my view it should not be, in those kinds of offences they should have counsel.

Mr. Shulman: I agree. I agree wholeheartedly, but what do they do when they can't get counsel?

Hon. Mr. Bales: If there is a case and they cannot get legal aid when they feel they are entitled to it, or it has been turned down, he should get a remand until he can decide what to do about it. If he realizes it is that serious, he will go out and get a lawyer.

Mr. Shulman: It is all very well for us to sit here and say he will get a lawyer, but how? Lawyers will not take a case unless they know the client either has the money or a legal aid certificate.

Hon. Mr. Bales: In that case he really has a right to get a certificate.

Mr. Shulman: I agree, but he was turned down.

Hon. Mr. Bales: No, he has a right to get one; if he hasn't he can appeal that right. Did he appeal it to the director?

Mr. Shulman: No, he didn't.

Hon. Mr. Bales: He has a right to get one.

Mr. Shulman: Where the problem arises is that the type of person who gets in this sort of a mess doesn't know what to do, all too often. They get turned down and they

haven't got the money for a lawyer. They get turned down by legal aid. The case is coming up, let's say a week hence, and in desperation they come into their MPP's office, let's say. I will refer them to the Parkdale legal service. In this case I said, "I will get my daughter to go down and represent you;" because Parkdale legal service just has students also. It is very, very frustrating!

Mr. P. D. Lawlor (Lakeshore): That doesn't sound like a child of Morty Shulman! However, I feel for you.

Hon. Mr. Bales: Next time that happens may I suggest to you, if it is an indictable offence, the best advice you can give him is to tell him that he has a right to get a legal aid lawyer and to appeal the decision?

Mr. Shulman: Do you think an appeal would be successful in that?

Hon. Mr. Bales: For a certificate, yes!

Mr. Shulman: All right. I will try and I will be back next year on the next case that comes in.

Hon. Mr. Bales: However, you have to take into account his own personal financial situation.

Mr. Shulman: Yes.

Mr. Lawlor: Tell me this, on that point. If a person is turned down, are they informed then and there in one way or another, verbally or by written form, that they have this right of appeal?

Mr. Shulman: It is not on the form.

Hon. Mr. Bales: I couldn't answer that one.

Mr. Shulman: If it is not on the form, could you see that it is put on the form—that you have the right of appeal?

Hon. Mr. Bales: That is a good idea. We will raise this with them.

Mr. Shulman: Thank you. Now the other matter I wanted to bring up was, I have a letter here from Renfrew.

Hon. Mr. Bales: From where?

Mr. Shulman: Renfrew. It starts off:

"Dear Doctor: Our local member is unable to get any action in the Legislature—anyway I will skip that part—

Mr. F. Drea (Scarborough Centre): I just bet you will, now you have got it in.

Mr. Shulman: Anyway the complaint is:

Under the Marriage Act existing, only provincial judges are empowered to perform civil marriages, not justices of the peace as now is allowable in other provinces.

Many people today desire civil marriages as they are not affiliated with any particular faith, yet when marriage is desired they are forced to have a religious ceremony.

And so forth and so on. What it is all about is why can't our JPs do marriages the same as they can in other provinces?

Hon. Mr. Bales: There is legislation that prevents it; I think there is an adequate number of judges at the moment to perform the marriage ceremony.

Mr. Shulman: This particular couple want to have a civil marriage and they tried in Pembroke, Renfrew, Almonte, Arnprior, Carleton Place, and there was no judge. The justices of the peace who were there told them they couldn't do it. Finally, they ended up at Smiths Falls where there was a judge who did it, but this was a sort of a peregrinating premarital experience.

Mr. Drea: You mean they had the honeymoon before the ceremony?

Mr. Shulman: Would the minister consider either making more judges available for this purpose or else allowing JPs to—

Mr. Singer: Are you barring peregrinating premarital experience?

Mr. Shulman: —or else allowing JPs to perform marriages?

Hon. Mr. Bales: We haven't considered extending it to justices of the peace, but there is consideration of extending it to other officials, which would be the same thing.

Mr. Shulman: Good! Would that be within the next reasonable length of years?

Hon. Mr. Bales: Next session.

Mr. Shulman: Good. I won't bother with that any more.

Mr. MacBeth: What about MPPs? They always seem to be available!

Hon. Mr. Bales: I think we should keep ourselves out of those kinds of troubles.

Mr. Shulman: It might be fun, performing marriages.

Mr. H. Worton (Wellington South): Madam Chairman, the experience I had with this is that the local judge was busy. As I understand it, he does not, by law, have to marry them, is that right? He can do it if he wishes, but it is not a must?

Hon. Mr. Bales: It is permissive, Mr. Worton.

Mr. Singer: It is pretty hard to make it mandatory.

Hon. Mr. Bales: It is rarely, as I have found it, that a judge cannot be produced.

Mr. Shulman: As long as you are making more officials available, I guess we won't worry.

The next thing I would like to bring out with the minister is—

Mr. Drea: Before you do, could I make a point?

Mr. Shulman: On this subject?

Mr. Drea: Yes. When I was in the newspaper business, I used to be called upon quite frequently to stand up for people in civil ceremonies. Many of these people were either from overseas or from other parts of Canada and didn't have relatives here. I can tell you that it is an extremely difficult and almost frowned-upon procedure to be married in a civil ceremony, vis-à-vis the conventional religious one.

Certainly I know in the Toronto area, there used to be a tremendous stigma on this, because of the fact that it has to be performed in a courthouse. The new city hall is not a courthouse, though the old one was, and therefore they were down in the dungeons. Despite the fact the staff tried to make it pleasant for them, it was a very difficult thing.

That has now been overcome to a degree.

Hon. Mr. Bales: I think it has been substantially overcome, because the new quarters that have now been established are on the second floor of the old courthouse. It is much better.

Mr. Drea: But it is still in the old city hall.

Hon. Mr. Bales: Yes, but there are entirely new quarters.

Mr. Drea: I know there has been great change. I would say that the physical part has been overcome to a large degree.

I wonder, in the pursuit of your duties, if someone in your department couldn't be detailed to put a little bit of humanity into civil ceremonies. Most courthouses are very pleasant places, if you are going to court, but they are hardly the places, really, for a very important event to take place.

I know many of the provincial judges do a great job on it. Others are very busy; they have only certain hours and they get through it in about two minutes flat. I am not faulting them for it; but I think for something as important as a marriage ceremony, in a civil proceeding, if we are going to limit it to a courthouse then it behoves people in the administration of justice to provide an atmosphere there conducive to the wedding ceremony.

Hon. Mr. Bales: I appreciate that.

Madam Chairman: Mr. Shulman.

Mr. Shulman: On that subject, before I abandon it, we used to have hanging judges; perhaps we could have a marrying judge.

There is one very pleasant judge you have—I won't embarrass him by mentioning his name—who was asked some three years ago if he would mind performing a civil ceremony, but not in the courthouse. He agreed and performed it, and got into some difficulty as a result. I believe he was criticized as a result of this and was told he shouldn't do it in the future.

I really can't see that there is any great harm. If the judge is willing to go out of his courtroom or out of the city hall to perform a ceremony somewhere else. I can't see that we are doing any harm to anyone by doing this.

Will the minister comment?

Hon. Mr. Bales: The provisions of the Act, as it is presently written, require it to be done in a courtroom.

Mr. Shulman: Yes, that is what I am saying. Would the minister consider changing that, because I do know there is at least one judge who is very obliging and is willing, on occasion, to put himself out.

Hon. Mr. Bales: We could take it into consideration with the other changes when we deal with them.

Mr. Shulman: Thank you. I have two more brief matters to bring up.

I have a letter here from Glen Howe. Actually, it is a copy of a letter, sent to the

Attorney General of Ontario, your predecessor, just before you took over. It is a long letter but I will just read the first two paragraphs:

The Toronto family court is a tribunal which deals with a lot of poor people's cases and can serve a very useful function in our system. However, no tribunal can fulfil its function if it has inadequate personnel and there is a total breakdown of its enforcement of the law.

This tribunal functions with summary procedure on behalf of destitute mothers and children. However, it cannot perform its function or do the work expected of it when its most summary procedure is operating three or four months behind time.

Now he goes on at great length with examples. Here I'll just read one example:

As an example, I have a case where a young, deserted mother with three children was given an award by the court. The husband made one payment in January and has not paid anything else since, although he is well able to do so. I communicated with the court today with a view to having him brought up on a show cause, but I was instructed by the court that the first day I could have even this short and summary proceeding brought before the court was three months away.

I think that Mr. Howe has a very valid complaint here, and nothing has been done about his complaint. I gather the problem is there are too many cases and not enough staff. Can you do something about it?

Hon. Mr. Bales: There is a new procedure that was brought in in May in reference to the show cause matters to cut down the period of time. It started in May.

Mr. Shulman: And how long is the period of time now?

Hon. Mr. Bales: I am not sure at the moment. There is a certain backlog, but when we get it operating it should be, I hope, a month and no more. Probably less; but it takes a period of time.

Mr. Shulman: Apparently the basic problem is that you are overworked and understaffed at the family court. Certainly when I was there the other day, which was just four days ago, I couldn't believe it. It is so crowded there isn't room for all the people to sit down in the waiting room.

Hon. Mr. Bales: Late in this year we are opening a new family court in Scarborough to relieve much of that pressure that is there at Jarvis St. at the present time. It won't solve the whole matter by any means, but it will have a substantial effect.

Mr. Shulman: As a temporary stopgap can we at least get some chairs in there, so that the people do not have to stand for hours on end? When I was there incognito as an observer in the waiting room, I found—

Hon. Mr. Bales: You are never incognito, Mr. Shulman.

Mr. Shulman: I wore my beard that day.

There were two pregnant women who were standing there for the hour that I was there, and there was nowhere for them to sit down—except on the floor. The place was packed, they brought in all the benches they had, and people were standing right across the centre of the room. Can't something be done to make the temporary situation a little more comfortable?

Hon. Mr. Bales: Well, we will see. I think perhaps it was a peak period when you were there; but we'll look at it and see what can be done.

There has been an increase in staff this year of, I think, seven people; and then we are opening the new court in Scarborough, and that should be early in the fall.

Mr. Shulman: I see; in the meanwhile, can you put a few benches in?

Hon. Mr. Bales: We will do our best, yes.

Mr. Shulman: The final matter I want to bring up—

Mr. Singer: Before you leave the family court, I want to say a word there. There is another very serious point of concern about the family court, and that is the whole business of collections—

Hon. Mr. Bales: That is right.

Mr. Singer: In addition to and quite apart from the facilities—

Hon. Mr. Bales: That is very difficult!

Mr. Singer: It seems to me the way the law is now set up, that if a deserted wife is going to get her money and the deserting husband is reluctant to give it, the initiative still has to lie with her.

I think there should be some substantial and effective public facility available where—

by the court officers will follow up these orders once they are made and will chase the husbands. The deserted wives have no ability to do this properly and they suffer very seriously.

There are husbands around who get to know the habits of the people who might seek them out and just hide. The poor deserted wife just has no ability to get the money to which she is entitled in the court order, and that she be paid.

Hon. Mr. Bales: This is going to require amendments Mr. Singer.

We are establishing now a computerized, automatic enforcement maintenance order system in conjunction with the Ministry of Community and Social Services. With the computerized system, they will be able to monitor the account, and know where they stand in reference to payments and arrears.

We will automatically send out warning letters, we will do this to the payors who are in arrears, indicating that unless a payment is made or a satisfactory explanation is forthcoming, then court action will be taken. So that we will hopefully relieve those kind of situations on the one party and not leave the burden on them.

Mr. Singer: That sounds like a good business management approach—

Hon. Mr. Bales: The court, which will—

Mr. Singer: —prepared by somebody who established the report to reorganize the cabinet.

Hon. Mr. Bales: That's right.

Mr. Singer: Sounds great on paper; but unless you are going to back that up with something other than computers, unless you are going to back it up with a competent investigative staff that are going to search these people out and find them, it is not going to work.

Hon. Mr. Bales: Well—

Mr. Singer: Because your computer may turn out letters that will be put in the mail that will not be received; there will be arguments about their delivery.

Hon. Mr. Bales: Right!

Mr. Singer: And you are going to have to have somebody who knows where these fellows are, where they are working, and is able to produce evidence before a competent

tribunal as to where their assets are. Unless it is something substantially more than a computer system and efficient sending out of mail, you are not going to accomplish very much.

Hon. Mr. Bales: What you have to do is use the information from that computer, and a person will have to supervise it. Sure you use the computer to send out the letters, but we then have to follow through with the show cause orders, and so on. There will have to be somebody there dealing with that; and that will be done.

Madam Chairman: Mr. Shulman.

Mr. R. G. Eaton (Middlesex South):
Madam Chairman—

Mr. Shulman: May I just finish one last point here?

Madam Chairman: Mr. Shulman has a point to finish Mr. Eaton.

Mr. Eaton: It is on the same subject.

Mr. Shulman: I'm terribly sorry, I just have to leave in five minutes or so; can I keep the floor just for five minutes?

I just very briefly want to bring this last thing up before I leave: I have a letter here from Du Vernet, Carruthers, Beard and Eastman. It is from Mr. Eastman of that firm, and what he is complaining about is that—

Hon. Mr. Bales: We know them all, including Mr. Eastman.

Mr. Shulman: That's good. Are they good or bad people?

He says two justices of the peace—he specifically mentions Mr. R. Kashuba and Mr. B. Jeffrey—refused to lay charges which he asked them to lay against two detectives. I've got the whole transcript here. I haven't got time to go through it, although I'm going to supply it to you.

The bone of his objection is that he presented a great deal of evidence in front of them and asked them to lay the charges, and I quote here:

His worship refused to do so. His worship indicated to me that he had received other information and that such information had not come to him under oath.

Here is a situation where two policemen were accused of beating some people up. The people hired a lawyer, went in front of

the justice of the peace and presented their evidence. There was no contrary evidence given in front of the justice of the peace but the justice of the peace, somewhere else, spoke to someone who told him something, not under oath, which persuaded him not to lay the charges.

I think Mr. Eastman has some validity to his complaint. Will the minister agree with me?

Hon. Mr. Bales: I am amazed that Mr. Eastman—was it Mr. Eastman?—or whoever it was—

Mr. Shulman: Yes.

Hon. Mr. Bales:—perhaps Mr. Du Vernet. I am wondering, if there was complete validity, or if they were satisfied with it, they should have gone to a senior judge, a Supreme Court judge, and got a mandamus.

Mr. Shulman: Yes, they were going to make an application, and finally the thing got done. But they were sufficiently incensed over what had happened in front of the justices of the peace that they sent a letter to Mr. Wishart, a copy of which they somehow sent to me, probably by accident. I was wondering if perhaps these two JPs should have a word in their ears as to the proper attitude—am I wrong in presenting this evidence?

Hon. Mr. Bales: I gather it took place some time ago, did it?

Mr. Shulman: Yes, it's over a year.

Hon. Mr. Bales: We'll look into it.

Mr. Shulman: I will supply you with this material. Will you return it to me?

Hon. Mr. Bales: We will indeed.

Mr. Shulman: Thank you.

Mr. Singer: I gather these applications were accepted as the result of the complaint.

Mr. Shulman: Yes.

Mr. Singer: Presumably somebody whispered in their ear.

Mr. Shulman: It was contested by them.

Madam Chairman: Does that complete your statement, Mr. Shulman?

Mr. Shulman: Yes, thank you very much.

Madam Chairman: Mr. Singer is the next speaker. Mr. Singer, yesterday you were in-

quiring about court recording, and I think it comes under this item.

Mr. Singer: Yes, well I have about eight or 10 different matters. The first one is court reporters.

I don't think it is any secret to the Attorney General, or to his staff, that there is great trouble in getting adequate transcripts or records from the courts, of examinations, preliminary inquiries. The whole litigation process depends so much on the production of transcripts of the various proceedings that take place on all the levels. The system is deteriorating for a variety of reasons and becoming more and more expensive.

There do not seem to be too many young people who are interested in court reporting and the methods of reporting don't seem to take advantage of new techniques that are available. There is resistance, I know, from Supreme Court judges who are not very happy about modern systems. It has been suggested to me, and there is probably some validity in it, that as they go on circuit, they enjoy having the companionship of the court reporter, and that is much more salutary than having a machine to talk to.

But I think even the Supreme Court judges have to give way on this. There is the question of getting transcripts in relation to examinations. I got one on my desk yesterday in relation to certain discoveries that took place about two months ago. It is a civil matter and not of violent urgency, but it certainly holds up the orderly procedure in the matter of civil litigation.

Another matter that I came in contact with was the production for me of a transcript of a preliminary inquiry, that was not only slow in coming but when it did come there was a bill with it for \$135 or \$140. One would think that perhaps the Crown should make those available to an accused whether or not he is able to pay the cost of a transcript, for a preliminary.

It's a very serious problem. On occasion I've talked with Mr. Beddis about it. I know Mr. Beddis is most concerned about it and he's had some ideas. I know there are conferences going on, and so on.

To facilitate the whole process of administration of justice, we've got to do something to make transcripts available in reasonable time and at reasonable cost. In criminal matters, where a person's future is at stake, I just wonder about the necessity of charging an accused person for a transcript of a pre-

liminary, which is so important to his defence if the matter has been sent on for trial.

Hon. Mr. Bales: As you know, they've been using stenomasks in certain areas. There certainly are objections to them, not only from the judges and so on, but sometimes from the profession as well. There isn't any ready solution, but we've got to find some solution.

This is the one thing, I think, that's holding up a great many court proceedings and cases. I'm faced with the argument that reporters are in court so much and kept so busy there they haven't time to do the transcripts, and so on.

It's one of the matters on which we're simply going to have to find some solution. I think we may well have to go to the direct recording system for a while. I know there's objection to it. Nothing is perfect and there'll be difficulties, but the problem that is being created by the delays, I think, is worse than the problems that would arise perhaps with mistakes in stenomask use.

Mr. MacBeth: Mr. Chairman, if I—

Mr. Singer: Just let me continue on that same point.

To my knowledge this matter has been under discussion. I've raised it myself, perhaps three years in a row or maybe longer. I know there have been committees set up and I know there are varying types of arguments and people are lined on one side or the other.

What I'm trying to urge upon the Attorney General at this point is that surely there has been enough period of investigation, and the knowledge of what the alternatives are must be in the hands of the Attorney Generals' staff. For goodness sake, make a decision! You have the power to make a decision. Let's get on with it, because the situation has really assumed very major proportions.

Hon. Mr. Bales: Just for your information, we are using the direct equipment in the county courts of the county of Simcoe at Barrie and the county of Grey at Owen Sound; the provincial courts in Windsor; provincial courts, family division in north Toronto court. We're using TCT units, Edison units, at the provincial courts, traffic, night bylaw courts, etc., in Metropolitan Toronto in 25 courts—12 day and 19 night. In Ottawa we're using them, and in London, Kitchener, Hamilton and Sudbury, as well as in Orangeville and London in the family division.

They are also being used for special examinations in the counties of Dufferin, Grey, Halton, Kent, Peel, Perth, Simcoe and Niagara South.

Mr. Singer: That's all very interesting, but they're being used on the lower levels.

Hon. Mr. Bales: Yes, that's right.

Mr. Singer: And they're also dependent upon the availability of stenographers. The reporter sits in court and speaks into a stenomask, recording on some kind of a tape, a disc. But the other day I asked a reporter for a page or two of a particular section of a trial, and he said, "Well, there is no problem as far as I am concerned, but the problem is going to be when my stenographer is going to get around to doing it. It will be available to her."

That trial took place two weeks ago; I want about two pages of a particular passage inserted into the record by the judge, and I just haven't got it yet. Fortunately, not a great deal turns on it, but conceivably it could have.

Hon. Mr. Bales: Yes, right!

Mr. Singer: In addition to that, the question of costs of these transcripts is something that should be concerning the Attorney General. Mr. Master McBride, the taxing officer, had some pretty cogent comments about some of the bills he was taxing in connection with the costs of these transcripts.

As you know, if you want a transcript speeded up there is a special rate. Ordinary transcripts cost X dollars, and speeded-up transcripts cost X½ or 2X dollars, which seems a little silly. There is a tariff, that the reporters don't seem to be too concerned about, and Mr. McBride sounded off about that a while back.

As I say, perhaps in civil litigation the litigant should bear the cost; that is fairly reasonable. But I wonder about the cost of the transcript of a preliminary in a criminal matter. It can be a very serious burden if the preliminary has been a long one and the cost is \$1.25 a page. It is no great trick to get a transcript of a preliminary that is going to run 100 or 200 pages. In addition to all the other costs an accused person has to face, that is a very substantial extra item. Is there not a responsibility on the province to look after these costs in some other way?

Hon. Mr. Bales: Maybe; I don't know the answer at the moment, but it is one of the

areas we have to do a lot of work on, and I will.

Mr. MacBeth: Madam Chairman, I just want to say that I am impressed by the system that Hansard has here and by its accuracy.

Hon. Mr. Bales: And its speed.

Mr. MacBeth: I know it is a very elaborate system and very costly, but if something like this were used in the courts, what would be the objections to direct recording?

Hon. Mr. Bales: Personally, having had the experience with the one here in the Legislature, in my view the judges should not object to it. I think it is fear of the unknown in many cases.

Mr. F. W. Callaghan (Deputy Attorney General): One of the problems is identifying speakers.

Hon. Mr. Bales: The deputy points out there is the problem of identifying speakers. I recognize that, but in the House they cope with many more speakers and they don't seem to have that much difficulty in identifying us.

Mr. Lawlor: I am just wondering about cost, though; the cost of setting up tape recorders, perhaps with microphones that would allow a judge to monitor the trial with respect to that sort of thing; and the cost of getting it into transcript form immediately. Then there is the question of a pool of stenographers and how quickly or not they are going to get it through.

It seems to me to be a system to which we should at least move experimentally at this stage. It speeded up the court proceedings enormously to have a reporter sitting with that mouthpiece repeating every word everybody says.

But it seems to me a kind of factotum situation too. He is parroting; that is what is presently being done. Certainly a direct transcript is being very strongly recommended in Great Britain.

Mr. Callaghan: Mr. Lawlor, in fact, we are trying electronic recording in the county courts in Simcoe and Barrie, as the minister mentioned.

Mr. Lawlor: That very thing?

Mr. Callaghan: That very thing.

Mr. Lawlor: I see.

Mr. Callaghan: Regardless of what the advertisers say, they have not yet arrived at a perfect system. The system is good, but it doesn't produce the quality of transcript you have been getting with court reporters. We are continuing to look at the various type of electronic equipment available to see if we can improve it.

Mr. Lawlor: In what way does it fail?

Mr. Callaghan: The question of identifying the people is still a major problem.

Mr. Lawlor: You pick up all the words—

Mr. Callaghan: You get everything that is said, but you don't know who says it. It certainly is the obvious system to go to when it is of that degree of accuracy that you can rely on it.

Mr. Lawlor: Does the judge, the presiding judge, state Mr. So-and-so is appearing now or giving testimony.

Mr. A. A. Russell (Assistant Deputy Attorney General): The reporter is there and he keeps a log. The machine relies an awful lot on the accuracy and the ability of the reporter.

Mr. Lawlor: I see, so it is the reporter—

Mr. Russell: Candidly in Barrie, I was up there the other day, both judges requested that installation; so did the two court reporters. It is working beautifully.

Mr. Lawlor: I see. Have you been able to process the evidence more quickly?

Mr. Russell: We have just put that in for the general sessions in June.

Mr. Lawlor: I see.

Mr. Russell: We don't have the transcript of it; but there is not the problem frankly about the voice. If you have a good logkeeper, he keeps track of the facts.

Mr. Lawlor: I see.

Mr. Russell: Those machines, those six in the big areas, I feel are working extremely well.

Mr. Lawlor: Are they expensive?

Mr. Russell: Yes, it costs about \$3,000 to \$3,500 to put in an installation.

Mr. Singer: Is there an ability under this system—I suppose it relates to how much we are prepared to spend in serious criminal

trials—to produce daily transcripts? Counsel could make tremendous use of these in following the evidence.

Some counsel, in large civil trials, bring in their own people to take their own notes and have them transcribed in the evening. They have them available to them later on the day of the trial and they can be ready for their cross-examinations on the following day.

In civil matters, I suppose that's a matter of choice for the individuals involved; but in criminal matters again, some of these serious criminal trials get very complicated.

The ability of counsel, who has to listen and make notes and really get down some of the intimate detail, isn't often that good. He could be greatly helped if that kind of service was available to him.

Mr. Russell: Daily copy?

Mr. Singer: Yes. Mr. Lawlor touched on the stenomask. The stenomask is as good as the reporter who is talking into it. As Mr. Lawlor says, he is parroting what is being said and if his attention strays or if he had a hard night the night before or a fight with his wife on the way out in the morning, he might not be listening as acutely as he should be. He perhaps doesn't parrot exactly what is happening, which could have very serious consequences.

Mr. Russell: The accuracy feature is extremely high. We get 97 or 98 per cent accuracy; and in speed they get 220 or 230 words a minute. You can't touch it with pen and pencil. The voice is faster than the hand.

Mr. Lawlor: Certainly what Mr. Singer says on the business of having to bring a junior in during trial, or in a more difficult situation trying to bring secretaries in to take shorthand to follow the evidence—and if the trial is at all lengthy, it is monumental—that's where one of the great costs of litigation is involved. It is not just one lawyer; very often three lawyers represent a particular interest in the case and have to be in attendance in order to stay up with the evidence.

Again, as you say, you're studying it and I hope by next year we'll have some fairly—I mean the instant transcript on Hansard, again of course, is our precedent; if something like that can be achieved.

You don't have to have that rigid accuracy. After all, the passage which may be in question by other counsel can always be redone

or could be played back in the courtroom. Absolute accuracy over a particular passage or particular words can be achieved.

Mr. Singer: I wanted to inquire as to whether or not the government has reconsidered the rather precipitous action it took in cutting off the allowances to county court and Supreme Court judges? The statute passed the House a year ago, but the disturbance caused by it has not ceased—

Hon. Mr. Bales: Wasn't it really last December when it was dealt with.

Mr. Singer: Yes! And I don't know the extent to which the minister gets these whisperings in his ear—I get a lot of them.

The judges are very unhappy. I sort of snidely remarked the other day that you might find a little difficulty in getting judges to serve on royal commissions, because some of the judges are not very happy with the actions of the Province of Ontario in this regard. They feel that if you're going to take money away from them, perhaps they shouldn't be quite as co-operative as they might be in other circumstances. Have you reconsidered this at all?

Hon. Mr. Bales: I've had meetings with the chief judge and others who have been delegated on behalf of the province, particularly at the county court level. They've had meetings with me. I've had discussions with them and I've been looking into various aspects of the matter, but no decision has been made in reference to it. I don't anticipate it will be made until later in the fall.

Mr. Lawlor: Is this widespread—this orneryness, this recalcitrance on the part of judges, as Mr. Singer indicates?

Hon. Mr. Bales: Well there was one judge who—but he—

Mr. Lawlor: Who has gone on strike!

Mr. Drea: You mean they are on strike?

Hon. Mr. Bales: No, no; the judge gave careful consideration to his actions and he's carrying out all his responsibilities.

Mr. Lawlor: You're going to appoint him to a royal commission next week?

Mr. Singer: He won't serve!

Mr. Drea: Are you really saying the judges are working to rule? They're defying the government?

Mr. Lawlor: They're practically on strike.

Hon. Mr. Bales: No.

Mr. Singer: Oh no, they're not, they're—

Mr. Drea: Is that what you're saying.

Hon. Mr. Bales: No!

Mr. Drea: You said that they're refusing to undertake certain duties unless they get a pay raise.

Hon. Mr. Bales: No, no, he didn't say that—

Mr. Singer: I didn't say that at all. I said there might be a certain reluctance—

Mr. Drea: There might be a certain—I see.

Mr. Singer: Yes; which is quite different.

Mr. Drea: Just a hint, was it?

Mr. Worton: Of things to come.

Hon. Mr. Bales: That attitude has not come to my attention in anything I've seen.

Mr. Singer: I doubt very much if any of our judges would refuse to do anything that they're obliged to do in accordance with the terms of their appointment.

Hon. Mr. Bales: That's right.

Mr. Lawlor: Under this head; you made a brief statement the other day about extra-judicial time, time taken away, about which, of course, McRuer was so vehement. There was one thing that really incensed him. As I understood your position; first of all quite a number of judges continue to sit on the police commissions throughout the province, that's for a certainty; and I'm sure Mr. Singer will have a word to say about that, and I agree with every word he says.

Hon. Mr. Bales: In anticipation.

Mr. Lawlor: I'll let you do that particular thing. But what about all the other arbitrations and conciliation proceedings and what-not, in labour law and elsewhere. Is it your determined policy now to, perhaps not eliminate it completely, it may be necessary, but to restrict it as much as possible?

Hon. Mr. Bales: Yes, we have received requests since I came to the ministry, for example on provincial judges, and we turned them down.

Mr. Lawlor: You turned it down?

Hon. Mr. Bales: Yes, they do serve on certain boards as required; in reference to

teachers and so on, but that is all. In the other cases we have restricted it.

Mr. Singer: My next point was—

Mr. Lawlor: You are not going to take my bait?

Mr. Singer: Well I have got that on my list, but I am not down to it yet.

My next point is the question of courtroom facilities, particularly for provincial courts in Metropolitan Toronto at the old city hall, which is an old, decrepit, tired building. It is dirty, no matter how much paint you put on it. Unless you do a major rebuilding job, it is not going to do the job. They are old-fashioned rooms; the noise comes in from outside, the soot drifts in through the windows, the atmosphere is most depressing. The atmosphere in those provincial courts generally is most depressing.

A most interesting education certainly can be absorbed by anyone responsible for the administration of justice if they wander around those courtrooms on a Monday morning and see the people who are in the prisoner's dock; crowded in, some sitting, some standing; and the lack of dignity that surrounds the proceedings and the people that walk in and out. There are the often bellowing policemen who say, "Keep quiet," or "Take the gum out of your mouth," or "Sit down," or "Get out," or "You can't come in."

The whole thing just isn't in keeping with my ideas of the dignity that should surround the administration of justice. One of the major reasons for it is that in the capital city of this province we don't have adequate facilities at all for dealing with matters that come before provincial courts. Is there any plan at all to provide adequate accommodation for the functioning of our provincial courts?

Hon. Mr. Bales: Not too long after I came to the ministry, Mr. Callaghan and I went to the city hall, and we purposely chose a Monday morning to go there. We spent the whole morning going through all of the courts to see for ourselves just exactly what it was like. We tried to pick what we thought was the best day of the week to see it at its worst.

I hadn't been there for some time. I give credit to the public works people and the others for the job they have done in a very difficult situation, creating extra courts out of some of those rooms on the second floor. There were some with very high ceilings and they made two courts out of them.

The place is inadequate and we know it. What we want and what I would like to see is a whole new provincial courts building. That is going to take time and the work hasn't started on that, as we all know, but it is one of our high priorities to establish a new provincial courts building. We have that building, I think, for seven to eight years, which is the length of the lease on it with Metro.

We will have to do our best. I can see that we will have to move or establish other courts outside that building in this next while. I want to get on with the planning of the new provincial courts building here in Metro and establish a whole new complex in that regard. It is just long past due.

Mr. Singer: In addition to the obviously inadequate facilities within the courtrooms, the lock-up facilities are positively archaic.

Hon. Mr. Bales: We went right through those as well. Mind you, those are much better than the last time I was there.

Mr. Singer: They are cleaner.

Hon. Mr. Bales: They are a lot cleaner.

Mr. Singer: They are still positively archaic.

Hon. Mr. Bales: Only as a guest I would say, only as a visitor, not as an inmate!

They are cleaner and the whole place was much cleaner from that standpoint. But you're quite right; this just isn't adequate.

Of course, I don't mind saying that with the court offices on University Ave., what disturbs me is that building, which is a very fine building, was built so that it can't be enlarged in the way it should be. We should be in a position to put a number of floors on that building to provide the facilities. What's there is good but there is just not enough.

Mr. Lawlor: Have you seen from what they call the bullpen up through that hole in the floor?

Hon. Mr. Bales: Yes. There are certain changes needed in that regard.

Mr. Singer: Or they are escorted in by a couple of oldtimers who shout at them as they walk in or shuffle in, looking very sad and depressed. Some of them have been locked up overnight and the men have a day's growth of beard on their faces and they are dirty and sloppy. The whole thing is so dehumanizing.

Hon. Mr. Bales: I found, for example, that the entrance for the public at night court was on Albert St.; and I disliked that intensely because that is where you normally bring the prisoners in. That has been changed and the court entry is now on Jane St., to the east side. I think it is a better arrangement.

We are bringing in more people to serve in the entry hall, to direct people.

Mr. Lawlor: If I may use an overblown metaphor, it always reminds me of "Dante's Inferno," where the more wretched of the sinners are brought up from the lower depths—you can see the reflections of the flames on the wall if you look closely—to be judged by Almighty God.

Mr. Singer: Who often doesn't even appear to be listening.

Mr. MacBeth: What makes you think He listens to you?

Mr. Singer: The minister said that the province has some sort of a lease for that building for eight years?

Hon. Mr. Bales: Yes.

Mr. Drea: Hopefully!

Mr. Singer: Who's paying for the sand-blasting that is being done on that building now? Are we doing that?

Hon. Mr. Bales: Yes, I believe so.

Mr. Lawlor: We are the biggest sand-blasters on the continent.

Hon. Mr. Bales: Metro pays for it; we don't?

Mr. E. K. Pukacz (Executive Director): No, we just lease that.

Mr. Singer: If Metro thinks that building is so important to preserve, I wonder how much public works money we should continue to spend there instead of spending it on building new facilities?

Hon. Mr. Bales: A number of steps have to be taken to get Osgoode Hall underway again and that will be completed, I'm told, late this fall. They anticipate moving back into Osgoode by the beginning of the year.

Mr. Singer: What are you then going to do with the various quite small courtrooms, which could be used, which have been built into 145 Queen St.?

Hon. Mr. Bales: Of course, the Municipal Board is presently at 123 Edward St.

Mr. Singer: Yes.

Hon. Mr. Bales: We may keep the Municipal Board in its present location and use those at 145 Queen St. for county court purposes.

Mr. Singer: We have spent a lot of money on that; it is a clean building and it has a much better atmosphere about it. Surely the facilities that we already have there should be used?

Hon. Mr. Bales: We won't waste them.

Mr. Singer: Further along the line of the location of courts, there are still many courts which are in the same buildings as police stations. The Scarborough court, at 2200—

Mr. Lawlor: It is away out on Eglinton.

Mr. Singer: Eglinton East, yes; it still has the police station. I don't know how many more there are.

Mr. Lawlor: That is a new building, isn't it?

Mr. Singer: Yes. I think it is a very poor practice to have police stations and courtrooms—

Hon. Mr. Bales: What you are objecting to is the principle?

Mr. Singer: —in the same building. Particularly now since there is the recognition that we separate the police function, and give it to the Solicitor General, from court function and give that to the Attorney General.

I would think the thing should follow on, and every possible step should be taken to take police stations away from the same physical location as the courtrooms.

Hon. Mr. Bales: I agree with you.

Mr. Singer: Have we got any plans, say, for the Scarborough building?

Hon. Mr. Bales: No; I wasn't aware of the Scarborough court situation. Is there anything?

Mr. Russell: They are planning on moving the division court and the small claims court out. I thought they were going to create another court; I will have to look into it.

Mr. Singer: But the police are still there?

Mr. Russell: The police are still there.

Mr. Pukacz: They are asking us to move out—

Mr. MacBeth: I guess there are many across the province.

Mr. Russell: There are a number across the province, certainly.

Hon. Mr. Bales: But it is not increasing.

Mr. Singer: It may not be increasing, but it should be eliminated, I say, particularly in view of the fact that the government is now recognizing the importance of separating the administration portion and the court portion from the police force.

Mr. Callaghan: When we have our new facilities built, that separation is carried through.

Mr. Singer: Is the minister yet prepared to tell us anything about Judge Marshman?

Mr. Lawlor: May I touch a little bit more on court facilities?

Mr. Singer: All right.

Mr. Lawlor: I understand the relatively new courthouses on University Ave.—Supreme Court offices largely, but some county courts on the second floor—are inadequate right now. The housing of justices is a real problem; particularly as the county court expands constantly.

Would it be your intention to somehow segregate different levels of the courts into these new buildings, or to retain Supreme Court justices in the one building, or county court only? What is the idea on that? What is the situation on University Ave.?

Mr. Callaghan: The Supreme Court judges who normally would have their chambers in Osgoode Hall have them presently in that court building, and it is putting quite a strain on the facilities. When Osgoode Hall opens in September those judges will be moving back to Osgoode Hall and the space limitations will ease considerably.

At that time we will be in a better position to assess just what the requirements are going to be for the county court and the Supreme Court courts that are carried on in York county.

Mr. Lawlor: Mr. Callaghan, I understood there were severe problems before the reconstruction work at Osgoode Hall itself,

particularly with the county court judges; that space was inadequate and there were crowded conditions for the judiciary.

Mr. Callaghan: Maybe Mr. Russell can speak to that, but from my own experience, I was always able to get a courtroom for use when I was looking for one. I certainly ran into no difficulty on it.

Mr. Russell: Are you referring to judges' chambers?

Mr. Lawlor: Yes.

Mr. Russell: There has always been talk of that. You can't get all the county court judges on the one floor, so they will have to move the new ones to another floor.

Mr. Lawlor: I see, but you will accommodate them though? There will be room?

Mr. Russell: Yes. Once the Supreme Court justices move out there will be room for them.

Mr. Lawlor: I see. Just one other thing—

Mr. Singer: That is a very strict question of seniority—

Mr. Russell: Yes, there is no question of that.

Mr. Singer: They were lawyers. They are very cognizant of who was appointed on what day.

Mr. Lawlor: At the city hall—I haven't been in for the past year or so—oh well yes, I was there once.

Hon. Mr. Bales: You mean the old city hall?

Mr. Lawlor: The old city hall, yes. I was up on the third floor on a case.

In the old days you had to sort of, I couldn't put it too heavily, bribe or intimidate or use all kinds of wiles in order to get past the several guards who stand like the three-headed Cerberus in front of the basement, the place where the prisoners are in the pen, in order to penetrate that web and get to talk to some poor devil who was going to come up in five minutes, and who was going to be in jail the rest of his life.

There was no place there to talk to him. You shunted each other over to the corner, the water dripped around your ankles and you got cobwebs caught in your hair; and you tried to get the case lined up, at least there were last-minute instructions—

Mr. R. Haggerty (Welland South): What courtroom is this?

Mr. Singer: This is in the lock-up of the city hall.

Mr. Lawlor: Go down and take a look at it some time, it will lift your spirits. The minister is well advised; he said they are going to try and get out of there in the next decade.

Mr. Haggerty: In the fullness of time!

Mr. Lawlor: In the fullness; yes! Are there proper interview facilities now?

Hon. Mr. Bales: I was there just recently. Think of the main front door, when you come up the steps there, the main staircase, all of that has been cleared out. There is no office, there is nothing there at the moment. We have architects looking at it. It seems to me there is a tremendous amount of wasted space—

Mr. Singer: There certainly is.

Hon. Mr. Bales: —on the front, on the ground floor. We are looking at it.

I want to see them make some use of it—it may not be the best of accommodation, but I think they can provide reasonable accommodation for the public in those cases. We are also working out arrangements for a common-room for the judges, because it's not satisfactory for them and I think that they need proper facilities where they themselves can meet.

It seemed to me, when I looked at that ground floor front entry part, you could make a lot of good use of it. That is what the architect is looking at, as well as other places in the buildings. There isn't adequate interview rooms now; at least I'm not satisfied.

Mr. Lawlor: What you say is well and good; you haven't answered my very question though, the business about when you have to get in to see a prisoner before his case is coming on for trial. It's just almost impossible to talk with that maelstrom of human beings all around you; chattering, talking, some of them fairly tight still—

Mr. Singer: Some of them sick!

Mr. Lawlor: Some of them sick, is right. Trying to—

Hon. Mr. Bales: There are some interview rooms down there.

Mr. Lawlor: Are there? Where?

Hon. Mr. Bales: They're not good; they're cubbyholes, as Frank Callaghan said. They're clean, I'll say that though; but they are cubbyholes.

Mr. Singer: For very small cubs.

Mr. Lawlor: Well, I'll have to go down and take another look. Thank you very much, Mr. Minister.

Mr. Singer: My next inquiry was about Judge Marshman.

Hon. Mr. Bales: Yes.

Mr. Singer: Is the minister yet prepared to tell us anything?

Hon. Mr. Bales: No, not as yet; but anticipate very shortly.

Mr. Singer: Well I have some idea of some of the problems involved in this. But I think it is grossly unfair to the gentleman involved, and to the public, that this man should just disappear and be in limbo for—what is it now? Six months?

Hon. Mr. Bales: No, not six months; but it is a considerable period of time.

Mr. Singer: A long, long period of time.

Hon. Mr. Bales: Yes.

Mr. Singer: And I suppose one has to accept the fact that when a judicial person is involved in a matter of substantial importance, that one must be circumspect about how it's approached. But should a citizen have been involved in this kind of thing—the fact that a veil of official silence descends and there was no explanation, no determination, it's bound to arouse all sorts of speculation.

Hon. Mr. Bales: Right!

Mr. Singer: Unfortunate speculation!

Whether Judge Marshman has done anything he shouldn't have done, I have no idea. But if he has, surely whoever is responsible for investigating it has had ample time to look at all the facts and to come to some kind of a conclusion.

I think it's unfair to the people of Ontario that this matter should have dragged so long and no word be coming. And I think it's unfair to Judge Marshman that he should be sort of parked somewhere—I don't know where he is—and just have disappeared. He still is a judge.

Hon. Mr. Bales: That's right. I would say to you that there was no delay in reference to what was necessary to be done so far as this ministry was concerned. There have been delays and I have made it quite clear to others that I feel the delays have been inordinate and improper.

I said to you one day in the House that I was looking at it from a legislation standpoint, because after it's all over I think there should be some change in the legislation.

Mr. Singer: Well, that was going to be my next question. Referring to that conversation that we had, it would seem to me there might be some good sense in bringing forward certain statutory amendments.

Hon. Mr. Bales: Legislation's been there; but this has, perhaps, been a real test of that legislation. In some ways I find it wanting.

Mr. Singer: The next point I wanted to talk about was grand juries. I know that my view about grand juries isn't universally accepted, but I think they're really an anachronism in our system of the administration of justice.

I know that Mr. Lawlor has a big file there of the grand jury reports. And occasionally they come up with some kind of recommendation. Their function in finding true bills after preliminaries has become so perfunctory. I would be surprised if the incidence of their failure to find a true bill after there has been—the sending on for trial at the preliminary—is very high at all.

I have here—and it's just a short one—a report on the grand jury of the general session of the peace and county court for the judicial district of Niagara south. It's shortness commends it to me to read into this record at this point. This is the report of the grand jury of the general session of the peace and county court, March 9, 1972; so it's quite current:

The grand jury visited and inspected the following: Welland county jail. We the members of the grand jury have made an inspection of the county jail and found the facilities clean and tidy, but are not adequate and not up to modern standards. We recommend the new regional jail be completed as soon as possible. We found the staff very co-operative in our visit.

Courthouse: This building seems to be very tidy and well kept. We found a moisture problem in the southwest lower end of the building which should be investigated. The

northwest corner of the building has a very definite temperature problem. There is a lack of refreshment area throughout the courthouse. We recommend some consideration be given to a lunch room and a rest area for the staff and coffee dispenser for the jury and courtroom personnel. We also recommend a water cooler be installed on the third floor as the water on this floor is very warm. We also recommend that fire extinguishers be checked more often.

General comments: We found our visits to be very revealing and worthwhile. Finally, we express our appreciation to Mr. C. Varley who acted as our "friend and guide" throughout these two days.

Respectfully submitted, Rodney Campbell, foreman of the grand jury.

If this was the extent of their two-day effort, I just wonder what, if any, public good has in fact been served, and whether it might not have been more appropriate to send around an inspector from the Department of Public Works to see what was lacking the physical facilities of these buildings. I think it is a waste of time and it is a waste of money.

There is a report of the grand jury; and I think it is ludicrous!

Mr. Drea: Let me frame it!

Mr. Singer: Yes, you can have that. Does the minister have any comment on the continuance of grand juries in the Province of Ontario?

Hon. Mr. Bales: I think they had their place and purpose. But I think that that in many ways has passed. I suppose they are a precaution in some cases. Better ways can be found I am sure for this. I have never really discussed this with Mr. Callaghan. He may have different views. I don't worry if he and I have different views on it.

Mr. Callaghan: They do do two things. I am not advocating them, but I think you should recognize that they do, firstly, involve the public again in the administration of justice, which is very useful. Secondly, there are occasions in Metropolitan Toronto where they do bring in no bill after there has been a committal by a provincial court judge.

Mr. Singer: Not very many!

Mr. Callaghan: Not very many! But there are occasions where the grand jury looking at the evidence decides that a man should not stand trial on that evidence, notwithstanding what a provincial court judge has

ruled in a preliminary inquiry. That is a safeguard. It is one of the meritorious parts of the system. Now I recognize that the royal commission on civil rights recommend that they should be abolished. At the same time, I think the commissioner also indicated that, if abolition was to take place, there should be certain changes in the existing preliminary inquiry procedures under the Criminal Code. I am just drawing on recollection; as it is a couple of years since I have really been over that report. I could see what he would mean.

There would have to be better legal remedies available to accused persons to appeal rulings on preliminary inquiries before you really did away with the last step between a preliminary inquiry and your committal for trial. So, although they have become an anachronism in some regard, such as in the case of this report you have put before us, there are some positive features about them which would have to be considered. Maybe the public should be given some other opportunity to participate along the lines that grand juries presently follow.

Recently, the county of York grand jury at the assize at the beginning of the year brought in a very intelligent report, dealing with many facets of the system. For the first time they looked at how legal aid was working and the effect they saw legal aid to be having, particularly on the criminal courts in the city. I don't think you can condemn them out of hand. I think they do serve some useful purpose. If the government decides to do away with them, it will have to make alternative arrangements to cover some of the good aspects of their performance.

Mr. Singer: It seems to be an anachronism in light of our principle that legal proceedings take place in open court. You start with your preliminary, which is in open court. The grand jury goes into a room to which access is denied. The defence counsel can't be there, and you don't know what deliberations they enter into. You know approximately what goes before them. You don't know what the Crown attorney says to them. If by any chance the decision of the judge is reversed at the preliminary, one wonders why it was, what particular little facet they might have seized upon.

Mr. Callaghan: Well, that's true, except they don't hear the accused person at any time.

Mr. Singer: No, they don't hear anybody.

Mr. Callaghan: Well, they do.

Mr. Singer: Well, they hear the Crown.

Mr. Callaghan: They hear the Crown and they hear the witnesses. And it is not uncommon, in my own experience, for the grand jury to say, "We want to hear more of it before we give a true bill on this indictment." They have the sole control of their proceedings.

I also understand that the sheriffs and those who select the grand jurors make a particular effort to get intelligent, qualified people on the grand jury, so that they will assess carefully the evidence that the Crown proposes to put a man on trial with.

I agree that a great many things go through as a matter of rote; but there are cases where they call for more evidence and there are cases where they say, "This man shouldn't stand trial"—and that is very fundamental.

Mr. Singer: Would you have any records that would indicate out of the cases tried in the province, or even in the county of York in 1971, that went before the grand jury, how many they refused to return to a true bill in?

Mr. Callaghan: I believe if we haven't got it, we could get it. And if we haven't got it this year, we'll get that for next year.

Mr. Singer: I would be interested in that percentage. I suspect it is very low.

Mr. Callaghan: It is low. I would agree with that, having regard to the number of cases they hear. But if you also look at the percentage of cases that go through the criminal courts and the number of convictions that are registered, you would expect the number of cases that would go to a grand jury with insufficient evidence would also be low if the Crown counsel are doing their job.

Mr. Singer: Your reference to the—

Mr. Lawlor: Are you off grand juries?

Mr. Singer: Not quite! Your reference to the grand jury commenting on legal aid, as I recall it, raised quite a storm. There were some of the people at Osgoode Hall who were very unhappy about some of the comments that were made, and they objected very strenuously to the fact that they weren't given an opportunity to come and tell the grand jury some of their ideas about it. And I think they had a very valid point.

If there was going to be an official body that was going to look into legal aid, one would think they would give an opportunity for both sides to be heard, not just to hear a few disgruntled people; for instance, the senior Metropolitan Toronto policeman who objected to legal aid the other day and said: "I don't know why those criminals are being given legal aid. They don't ask for it before they commit the crimes. Why should they get it after we have caught them?"

Mr. Lawlor: That's one for the books.

Mr. Singer: Now I don't know if that is the kind of evidence that was laid before that grand jury, but one must be suspicious if there is this kind of request.

Mr. Lawlor: I see he is ripe for promotion, that fellow.

Mr. Drea: He may have a point too. But we will go into that a little bit later.

Mr. Lawlor: My Lord, no. Legal aid is over, Madam Chairman, thank you.

Mr. Singer: That is all on grand juries. Do you want to say something?

Mr. Lawlor: Yes, just a word on grand juries. I thought Mr. Roy made some very pungent remarks on this in his opening statement the other day, having had a good deal of personal experience in the field, and I hope it has made its impress.

As I remember the McRuer situation, he wasn't in favour of the retention of grand juries. On the whole, I think he was favourable to their abolition if certain conditions were fulfilled, namely that what used to be the procedure of certiorari, the review of the evidence given on a preliminary inquiry as to its weight and to its efficiency, could be taken up to the Supreme Court level and reviewed there. That would be the recommendation in reference to the Criminal Code that you would no doubt be directing your attention to.

Mr. Roy's chief objection, as I understood it, was that witnesses are paraded three times, and therefore the inconvenience and cost to the public is just exorbitant. I would put it this way: Whether or not the certiorari, the old certiorari, proceeding now under Bill 109, I think it is, was abolished, I think you should move into that particular area. What better grounds could you have than the intelligent reports of grand juries recommending their own demise?

Mr. Callaghan: I would think, Mr. Lawlor, that the province couldn't legislate on that. Those provisions would have to come under the Criminal Code.

Mr. Lawlor: Constitutionally, you are probably right. That is true.

Mr. Singer: I have one final point, the one that Mr. Lawlor invited me to talk on and which I had intended to comment on, and that's the continuance of judges on police commissions. I think it is most unfair.

I can see no reason at all—first of all if we have police commissions, and that's another argument—why judges should serve. These are the same people who have to sit in court and assess from time to time the effectiveness, the truthfulness and acceptability of police evidence.

I don't think those should be people charged with the administration of police forces. I wish to goodness you would finally do something to take judges off police commissions if you are going to continue police commissions.

Hon. Mr. Bales: It is interesting that the judges view their service in this regard—and it isn't from the monetary standpoint—a number of them have told me the valuable service they feel they bring to that. Their experience in court assists in the total administration of the police forces in their various communities. They have fairly strong views on that point and it is not self-interest.

They think there is a real place for it. More and more we are moving to lay people being on those commissions and certainly if you look at a number of commissions, we are bringing lay people on them much more than the professional people. When I say professional, I mean professional as closely related to the particular subject. It is difficult to find people and I am not sure, really, that we should remove the judges entirely. It is a matter that has to be given careful thought.

Mr. Lawlor: One judge sat on two of them.

Hon. Mr. Bales: I think that is true, though, that one does.

Mr. Singer: I think it was Judge Moore, wasn't it?

Madam Chairman: Does that complete your list, Mr. Singer?

Mr. Singer: That's my list for the moment.

Madam Chairman: Mr. Drea.

Mr. Drea: Mr. Minister, what I wanted to talk about—and I am going to be very brief because I talked about it in the estimates of the Ministry of Community and Social Services—is the family court. Particularly I would like to get at two things.

As I said, I am going to be brief. If anybody is terribly interested, I think they could read my remarks and Mr. Spence's remarks in the Ministry of Community and Social Services' estimates.

One thing that bothers me about family court, Mr. Minister, is that there is prevalent feeling among the population, particularly the women who are affected, that there is a law for the rich and there is a law for the poor. If they have the funds and the wherewithal to get into the higher court they get much better treatment—not in the administration; not in the hearing itself. There is never any argument about that.

It is the aftermath. If they get an order from the Supreme Court of Ontario, woe be to the husband. He pays or the whole might and majesty of the law is put on his back. But in family court, nothing happens.

I can understand the tremendous costs that are going to be involved and your computerized system, really, is only at the beginning but I say to you, in all candour, Mr. Minister, that the taxpayers are fed up. Last year alone we had 13,000 cases in this province—known to the province—of wife desertions. These are actually on the rolls of Community and Social Services, which means they have been in effect for at least three or four months to qualify under their programmes; you can become a statistic there.

This doesn't take into account the many more thousands who are on general welfare assistance while some technical decisions are being made as to whether they have really been deserted or it is a separation or so forth. The taxpayers of this province are having to bear an enormous burden that goes on year after year, because I don't really think we have come to grips with how to collect from the departing husband.

As I have said before many times, I couldn't care less about him deserting for another woman. I am prepared to accept human nature but it seems to me that, in 1972, the time has come when people can't get a free ride on society to have their fun. If it is going to cost the taxpayers a goodly amount of money—and I am prepared to admit that it is—I think that we have to be honest with the taxpayers. I don't really think

we can go on very much longer asking them to pick up the burdens of social welfare. The bulk of social welfare arises as a result of deserting husbands who aren't paying maintenance. I think that it's not just a family court problem. It is beginning to do something which I fear very much as a layman. There is beginning to be a bit of disrespect for the judicial process. I fear that very much, because when this has happened in other jurisdictions, there are certain things that come about at the end. I would particularly welcome, Mr. Minister, and I would take it from your early remarks today, that the province is going to get very, very tough with wife deserters, and that they are simply going to have to pay.

Hon. Mr. Bales: Madam Chairman points out that we are on a different item, but if I may, I will reply very briefly. There was an investigation carried out by those two departments last year, the Attorney General and the other ministry, that revealed that about 54 per cent of the moneys due were actually paid. The rest, and it represented a lot of money—

Mr. Drea: Oh, I know it does.

Hon. Mr. Bales: —was in arrears. Some of it was collected, but not all of it by any means. There is a substantial percentage of maintenance orders in arrears. There is no question about that. I think we are going to have to make certain amendments to the Act to deal with it and to insist that all payments be through the courts and monitored in that way, so that we can keep track of them.

Mr. Drea: I think the amendments would have to go much further than just sending these people letters. There has got to be a method found so that we are going to track them down.

Hon. Mr. Bales: That is the basis of it, that they pay through the courts. When they are not paid, then you have to have other procedures to follow through.

Mr. Lawlor: I wonder if I might explore this a bit more with Mr. Drea, because just to eliminate—or at least to dig into the areas in which something might be done, and to make it quite clear.

On one hand, there are numerous deserting husbands, or spouses—the wives increasingly, but let us deal only with the husbands—who leave the province, who take off in the full sense of the term. Like the proverbial needle,

they get lost in the British Columbia haystacks, or those of Mexico, or other jurisdictions. We may be able to do something by way of reciprocal judgements in British Columbia, but it is very difficult outside this country.

Secondly, there's that large number of deserting husbands who set up a second family. It puts the family court judge in a most invidious position trying to dispense a very limited income among a numerous progeny, and among a numerous harem. I've been up against that on numerous occasions and watched the judge wrestle with it. Usually, he comes down on the side of the legitimate wife and says that she simply must be looked after. But the husband says, "I'm living common law with another gal and we have four or five children. I'm making \$100 a week. You split it down the middle, sir, nobody will get fed."

So there is an enormous area there in which you would have to be more than Solomon to know what to do.

Mr. Drea: Get two jobs, eh? They couldn't care less.

Mr. Lawlor: I think this is going to take a wide swath, by the way.

So you are left with those who are still fairly findable and making fairly good money in Ontario and haven't got a second family to support. Those beggars I'm sure should be brought on to the carpet.

Madam Chairman: Continue Mr. Drea!

Mr. Drea: Just one last thing, Mr. Minister; there has been a tendency in some areas that provincial judges who are acting as family court judges will not accept and will not put on the docket the case of the deserted wife who doesn't know where her husband is; or she knows where her husband may be, but she knows that he is not employed. I have run into this quite frequently in other work that I have done across the province.

I would point out to you that this is a tremendous disadvantage to the woman. In the light of other procedures in other departments, in all likelihood she will not be able to qualify for provincial assistance because there is no record of the desertion unless there is a non-support charge accepted and filed in the court.

It also puts a burden on the municipality. I can understand it from the court's point of view; it is useless to clutter up the docket

for a case that will never come. But nevertheless, there is a very distinct disadvantage to the applicant when that kind of thing is allowed to go on. It is particularly prevalent in Northern Ontario, and in two counties in western Ontario. I would be very glad, at another time, privately, to give the minister the information.

Hon. Mr. Bales: I would appreciate it if you would.

Madam Chairman: Mr. MacBeth.

Mr. Lawlor: May I just say a word on this very subject—is that what you want to talk about?

Madam Chairman: Mr. MacBeth precedes, Mr. Lawlor; you are next.

Mr. MacBeth: No, I have already asked my question.

Madam Chairman: All right, Mr. Lawlor.

Mr. Lawlor: On this very thing you bring up; it seems to me that the social worker involved has the power as an interested public agency, to lay the charge themselves. Why do they force deserted wives who, because of very difficult home circumstances which need not necessarily mean a real feeling of estrangement between husbands and wives—but based on other circumstances, are forced to lay charges in the courts against their husbands? They are often very opposed to doing that on the grounds of only reaffirming any animosity that may exist, or creating animosity between husband and wife that doesn't exist.

There seems to be no reason in the world why the social workers and others in the public realm ought not to go before a justice of the peace and lay the charge themselves. I am sure it is acceptable. Is that not true? Have they the right to lay the charge? They are an interested party in the proceedings.

Mr. Callaghan: I cannot give you a firm answer. I am of the view that it has to be the party that lays the information.

Mr. Lawlor: I am of the view that it is not. I looked it up some six or seven months ago, just to see if other people could lay the charges.

Mr. Callaghan: I would not want to quarrel with you on that. It is an unusual situation then; if not—

Mr. Lawlor: I will check it over the weekend.

Mr. Callaghan: I will look at it, too.

Mr. Lawlor: Thank you very much, Madam Chairman.

Madam Chairman: Are we ready to carry vote 805?

Mr. Lawlor: No. We have lots of stuff.

Madam Chairman: We have been ranging back and forth between all these items, so I would like to take it as a whole. If you have other items, Mr. Lawlor, then raise them.

Mr. Lawlor: Okay! One of the things—

Madam Chairman: We have been jumping back and forth; so I think we may as well continue.

Mr. Lawlor: This eliminates things off my list.

Madam Chairman: Yes, go ahead.

Mr. Lawlor: We get down to the lees, to the dry rot: the divisional court. How is it operating?

Hon. Mr. Bales: The divisional court, the new one under the Statutory Powers Procedures Act, presided over by the chief justice of the High Court, Mr. Justice Wells, and two other judges.

Mr. Lawlor: Yes, what is the volume of cases coming before them?

Hon. Mr. Bales: It is slight at the moment. It only came into effect, as you know, as of April 17; and he has started—

Mr. Lawlor: Yes, I know. But they haven't got an inundation of procedural matters.

Hon. Mr. Bales: No, there is not as yet. They have been sitting, starting in May. He anticipates that by fall there will be a larger number of cases, but at the moment there haven't been that many brought before the courts.

Mr. Lawlor: They are segregated and performing functions solely within the ambit of that court? Is that the way they operate?

Hon. Mr. Bales: No.

Mr. Lawlor: Are they also hearing cases—

Hon. Mr. Bales: As a court!

Mr. Lawlor: —in the whole realm, eh?

Hon. Mr. Bales: That's correct; but they sit as a court.

Mr. Lawlor: When that particular kind of matter comes before them? I see, fine.

There is just one minor matter. It has to do with—and I would beg a little indulgence here, Madam Chairman, it is almost 1 o'clock. At 652 of McRuer, On consolidation of statutes and bringing the law into being, he mentions the powers of the high court:

As we have indicated in chapter 41 the court has jurisdiction to try all indictable offences and all civil action with the exception of those within the jurisdiction of the surrogate court which do not come within the specific provisions of the Judicature Act conferring jurisdiction on the Supreme Court. This provision of the Judicature Act does not appear in the 1960 consolidation of the statutes but it is unrepealed.

I won't read it, but when we get consolidations in front of us, again, we anticipate having the whole law. Would that situation persists to this day, that we have sections under the Judicature Act which are not consolidate but nevertheless remain unrepealed?

Hon. Mr. Bales: All I can say is I would hope not.

Mr. Lawlor: Would you look at that for me and see what the situation there is?

Hon. Mr. Bales: Which page is that?

Mr. Lawlor: On 652 of McRuer.

Hon. Mr. Bales: What page?

Mr. Lawlor: Page 652 of volume 2.

It was mentioned, Madam Chairman, the other day, I think by Mr. Roy, about the circuit system and he had grave misgivings about it. I would like to hear whether this is under review by the minister or under review to his knowledge—whether or not, Supreme Court judges should be fixed in certain locales to handle the cases there, or whether against that, the three points raised by McRuer as to the benefits deriving from the present circuit system ought to be retained.

His position is that in the first situation, as things presently stood, if there was no case load re-assignment was very flexible under the present system. The second thing

that he talked about was the business of the intimate and wise relation subsisting between judges so that they could meet and they could trade notes out of a central locale. He thought—and I think too—there is some benefit in that—

Hon. Mr. Bales: I think there is much more merit in having them in a central area than being out, with the flexibility of them dealing with the various cases in various areas; the case load is quite uneven. We were going over this just recently with Chief Justice Wells. By and large, the case load in the places outside Toronto, except for Ottawa, has been greatly decreased. By the end of June—

Mr. Lawlor: They have been what? I am sorry.

Hon. Mr. Bales: By the end of June, the cases—

Mr. Lawlor: They have been what?

Hon. Mr. Bales: The cases have been greatly decreased.

Mr. Lawlor: Oh, decreased.

Hon. Mr. Bales: By the end of June, they will be relatively up to date. I might also tell you that by the end of next week all cases on the list, both criminal and civil, will have been dealt with at the Court of Appeal.

Mr. Lawlor: I see.

Hon. Mr. Bales: There has been a great improvement this year in the High Court list, particularly, since the change in the certificate of readiness, brought in as of January 1 this year. We were all guilty from time to time, I think, of putting cases down long before they were really ready, hoping they would move up the priority list. Now when you can't put them on until they are really ready, it has had quite a marked effect. By the end of 1972, I think the high courts will be in a much better position.

Mr. Lawlor: I see. So, on the whole you continue, as McRuer does, to favour the circuit system?

Hon. Mr. Bales: That's right.

Mr. Lawlor: The judges themselves are not irritated by it?

Hon. Mr. Bales: They've expressed no views on it to me.

Mr. Singer: On that point, what about the re-examination of some of the centres where they sit?

Hon. Mr. Bales: You mean, can—

Mr. Singer: Some of them go back 100 years, and while those were important locales a long time ago, their significance today is not making sense.

Hon. Mr. Bales: I think this is part of what the law reform commission is studying. We are carrying out certain consolidation of offices in various places in the province. I think it should continue because with modern travel and changes in population, growth in certain areas, and in the counties themselves, some of them have lost the significance that they used to have.

Madam Chairman: Mr. Minister and gentlemen, would you permit this committee to continue for another few minutes to let Mr. Lawlor complete his questions?

Mr. Lawlor: No, Madam Chairman. Your precipitation is devoutly not to be desired. There is a fairly lengthy list here. We could go on to at least another half hour.

Hon. Mr. Bales: That's all right with me.

Mr. Singer: No.

Mr. Drea: You won't be here Monday at any rate.

Mr. Lawlor: What?

Mr. Drea: You probably won't be here Monday night.

Mr. Lawlor: Why won't I be here Monday night?

Mr. Singer: I don't think we have power to continue after the adjournment hour, according to standing rules, in any event.

Mr. Lawlor: How am I going to get further information over the weekend, if I don't quit now?

Mr. McBeth: That's what we are afraid of.

Mr. Lawlor: No, we are bound by the rules of the House, as Mr. Singer says. We have no power to extend our time.

Madam Chairman: Right! Well then, we'll continue again on Monday after oral questions.

Mr. Lawlor: The very fact I deigned to come here on Friday morning is enough to—

Madam Chairman: Then I'll ask for a motion for adjournment.

Mr. MacBeth: We have no power to carry on estimates?

Madam Chairman: Pardon?

Mr. MacBeth: We have no power to carry on?

Mr. Lawlor: You'll be through Tuesday afternoon!

Mr. Drea: That's nice of you.

Mr. Lawlor: I am quitting Tuesday anyway.

The committee adjourned at 1:05 o'clock, p.m.

CONTENTS

Friday, June 23, 1972

Courts administration programme	S-1539
Adjournment	S-1562

S-52



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Attorney General

Chairman: Mrs. M. Scrivener

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Monday, June 26, 1972

Afternoon Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

MONDAY, JUNE 26, 1972

The committee met at 3:30 o'clock, p.m., in committee room No. 1; Mrs. Scrivener in the chair.

ESTIMATES, MINISTRY OF ATTORNEY GENERAL (concluded)

On vote 1005:

Madam Chairman: Mr. Minister and gentlemen, we will come to order. Before we do I will read in the substitution I have; I have Mr. Singer substituting for Mr. Haggerty today. I would remind you also that although it is possible the House upstairs can recess on Friday, June 30, it is entirely possible for this committee to continue to July 15, because we have to finish our work.

Mr. V. M. Singer (Downsview): Madam Chairman, it might be possible, but not probable.

Madam Chairman: Well, govern yourselves accordingly because I understand we still have Management Board to do after we finish the estimates of the Attorney General.

Hon. D. A. Bales (Attorney General): You've got another one, too.

Mr. P. D. Lawlor (Lakeshore): I accept that as an invitation.

Mr. C. E. McIlveen (Oshawa): Pat, you can accept it. I won't.

Madam Chairman: Mr. Bales informs me that we're also doing Consumer and Commercial Relations.

When we recessed on Friday we were at page 110, on vote 1005, which we were taking in toto, all four items together. Mr. Lawlor was speaking. Would you care to continue, Mr. Lawlor?

Mr. Lawlor: Yes, thank you, Madam Chairman. Having been involved in some tumultuous proceedings over the weekend which were good for the soul, I have given this some thought. I don't think I'm going

to persist in this particular vote, except in one area, the family court. With the Supreme Court, county courts and what not, this matter is under very thorough review at the present time. By the time we get back next fall, it's the anticipation, I think, of all of us, that we will have a fairly lengthy document coming from the Law Reform Commission making all kinds of review proposals directed toward cutting down the costs of the court and restructuring the various courts.

I think there's a good deal of public debate going on at the present time in this regard. By and large, I think rather than go over the numerous fields which I had outlined in front of me, at this particular time it may be just as wise to wait in that regard.

I would, if the message gets through to the Law Reform Commission, ask them to take some of the thoughts with respect to the operations of the courts that are set forth in the book called "In Search of Justice; Law Society in the Legal System" by Brian Abel-Smith and Robert Stevens, on the British courts which are largely directed toward their peculiar jurisprudence. Here and there, particularly in chapters on the future of the courts and tribunals, they set forth many matters, such as the appointments system for judges, which very well could be taken under advisement by our courts as a way of stripping proceedings down to the minimum, where the necessary base is set for litigation and where the facts are still before the court, without all the panoply and the dressing up that, it seems to me, presently take place in our law, increasing costs, delaying trials, eating up the time of witnesses and bringing our system into a general disrepute.

I think, too, that we wouldn't even need the Law Reform Commission to streamline the court proceedings if two areas were properly administered—the area of divorce law in a family court structure, relieving the Supreme Court largely of many onerous chores there in a kind of a ritualized ostrich dance that people go through in that particular procedure. I would suggest it should not go down to the county court, but to a

family court context where this could be, in my opinion, handled in connection with all the amplitude of problems that come under family court law—maintenance, custody of children, access of parent, the whole bit. There's nothing new about it. It's been mooted, and I would hope when the report is forthcoming that that will be a major item.

Of course, we have talked in previous years about the long vacations being too long. They've been cut back somewhat, but that is not the way courts in contemporary times ought to operate with only emergency judges ready. They have mentioned in here the possibility of what I would call discontinuous trials, that is, meeting the needs of witnesses, counsel and the parties to an action; on one morning it might be possible for an argument to be heard with respect to a witness appearing and giving testimony and later in the day another case completely, with respect to some point in legal argument or motion.

Three or four things in a day can be set up in advance and can be handled by way of programming it properly and setting up appointments. Sure, that would be piecemeal, but, on the other hand, it would be highly efficacious in the way of maximizing to the best purpose the time and expense of all parties involved. At the present time we place too much weight upon meeting the convenience of judges. There is a host of other things—the type of dress that ought to be used in the courtroom, which is still too stuffy. There is no reason why a judge's dais ought to be raised in holy splendour over the heads of the multitudes. These things should all be part of the Law Reform Commission's general decideratum with respect to this.

The only area, therefore, that I am going to bring any weight upon is the family court setup, and on two matters. They are small matters but they have been complained about to me by county family court judges with whom I have spoken. One is that they don't like the business of the proceedings under the Training Schools Act, the juvenile delinquent business. The parent—the mother—comes before the court and has to stand there and give testimony against her own son.

The reason they don't like it is that they are placed in a most adverse position. They would like to have somebody acting as an intermediary, somebody who would be between the mother and the child, on one side, or the father of the child, and the court itself; and for the court to have the proper

distance from the matter so it would not become involved in an immediate way in arguing with parent and child in this particular case, listening to the statements being made.

How can a family unit ever be harmonized after a parent stands in front of the court outlining by a long litany all the offences and the impossibilities of the recalcitrant child, the child standing there without defence of any kind and seeking to answer in turn? No matter what happens in that particular context, what could a judge do, hearing this particular kind of complaint? How would he ever solve the problem? The whole venom is poured out on the carpet and if he adjudges that the child should not be placed in a training school, then what hope for reconciliation is there left as the very contending parties leave the room? In other words, what it comes to is that his hand is practically forced. One judge expressed to me the hope that some kind of middle party would be interposed who could take some of the brunt of this particular pleading.

The business of having the judges sitting in the two different courts would be the other matter I want to bring to the minister's attention. Judges do, in the morning, or one time during a week, hear complaints between husband and wife arising out of criminal or quasi-criminal activities. Later in the day, they go into the family court, and the same parties appear before them on the business of separation and maintenance. Prejudgements take place. Now, I know you are trying to segregate the judges of the two different courts, because there are very different qualifications necessary in both cases. Nevertheless, it hasn't been done, and these are the two areas where I think some moves should be made by this government without waiting upon the report of the Law Reform Commission.

Hon. Mr. Bales: I have noted the comments you have made. I spoke to the provincial family court judges a month or two ago briefly when they held seminars here and they were discussing a number of these matters and Acts. They are going to make a report on their general discussions and their views on some of them and other matters, and the points you have raised are certainly important.

One of the things that I think must be done here particularly is to establish more courts in Metropolitan Toronto. Merely establishing the courts doesn't necessarily solve the

problems, but I think it assists in getting rid of the crowding and other situations. A new court is to be established this year in Scarborough. There will be one, hopefully, next year in Etobicoke. We will be appointing some additional judges in this field as well. But there are some deeper problems that you have alluded to in your remarks that we have to deal with.

Mr. Lawlor: They can only be rectified by legislation.

Hon. Mr. Bales: That's right.

Mr. Lawlor: If I may be narrowly colloquial for a moment, do take a look at Lakeshore riding as the possibility for establishing that Etobicoke family court, and take a look at the Lakeshore Psychiatric Hospital grounds, which are very extensive. While I would hate to see an apple tree or two disappear, the people from that western area as you well know have to come much too far into the city into the Jarvis St. court—I'm not going to be narrow about it though—whether it is further up in Etobicoke where you think you are serving a wider constituency, certainly it seems to me that there is a place available there. I would ask you to give it your attention. That is all I want to say about the courts.

Madam Chairman: Thank you, Mr. Lawlor. Is there any further comment on item 1005? Mr. Worton.

Mr. H. Worton (Wellington South): The minister in the last few days—

Madam Chairman: Did you want to speak, Mr. Haggerty?

Mr. Worton: —has introduced a bill which is going to bring about new things in regard to the small claims court. I would like to have a brief explanation of the reason for this and the increased cost of doing this. I understand the clerks previously worked on a commission basis and now they are going to be put on a salary.

Hon. Mr. Bales: No, in some ways it is increasing the percentages that they receive in certain areas. We have had to change their salary through a bill in the House—

Mr. Worton: Right.

Hon. Mr. Bales: —setting out the percentages and so on. In future, it will be done by regulation. This seems to me a much more appropriate way of doing these things

because you can make changes much more easily than you can by bringing in a second statute setting out their exact percentage of gross fees, which is the way it is done at the moment.

There are several formulas to it, but part of it is the gross fee. So that will be done. Other arrangements have been made there—for example, increasing to \$100 rather than \$60 in regard to personal service.

Mr. Worton: Do I understand then, Mr. Minister, that there is a new cost of \$87,000? Is that in excess of what is being paid now in the operation of those courts?

Mr. Singer: That's 1970-1971.

Hon. Mr. Bales: It will be a figure in that neighbourhood.

Mr. Worton: It says, "additional allowances for clerks and bailiffs re RSO 1970, \$87,000."

Hon. Mr. Bales: Oh, that is—

Mr. Worton: So it would seem to me that the new legislation you are introducing is going to cost this many more dollars, is that it?

Hon. Mr. Bales: It costs more money which is taken out of fees, out of the gross. But this isn't quite the explanation that you are looking for—the figures that you've got. But Mr. Pukacz is here. It is all right, Mr. Pukacz you answer it. You've got the technical figures there and you can assist me.

Mr. E. K. Pukacz (Executive Director): Under the new Act, the new amendment, the authority for establishing emoluments to clerks has been transferred under regulation. However, it was found out that the clerks of the courts cannot maintain the offices—they have to provide their own office. They have to provide practically all the stationery, except for official forms. They have to pay all the expenses connected with it, and attend the court.

We have salaried their operation and we found out that what was, let's say, two or three years ago valid, is no longer valid today. Those people now have no salary. We don't want to increase fees because fees are related to the amount of money and therefore there is a proposal that after the Act has been passed we shall propose increasing the subsidy to the clerks by 10 per cent up to \$40,000. It is just a straightforward cost of living—

Hon. Mr. Bales: Mr. Pukacz, just let me clarify. That is a percentage of \$40,000; the fees are not in any way \$40,000.

An hon. member: No, no.

Mr. Pukacz: That is right.

Mr. Worton: An increased cost then of \$40,000 over the previous operation?

Mr. Pukacz: It will cost—

Hon. Mr. Bales: A maximum of \$4,000 to the clerks and it is taken as a percentage of the fees of their particular court. They have not had changes in their fee structure since 1969, and they must, out of the moneys and fees paid to them, bear their expenses. Their expenses are much higher and hence there is substantially less left over as their remuneration.

Mr. Worton: I thought it was later than that, but the last amendments were not made then?

Hon. Mr. Bales: My information is it was 1969. I think that is correct.

Mr. Pukacz: Yes, 1969.

Mr. Worton: It was 1969?

Mr. Pukacz: There is one very important change in this amendment which paves the way to introduce slowly the recommendations of McRuer's report. In other words, to reduce the number of courts for one thing, and on the other hand to transfer the operation to county courts. Therefore, a section is included there that the Lieutenant Governor in Council may decide that the staff of certain courts be placed under the Public Service Act, in other words, that they will be appointed as public servants, and certain courts—the bigger courts—will form part of the county courts operations. But this will be done slowly when the present clerks retire, or resign or—

Mr. Worton: Thank you.

Madam Chairman: Have you anything further, Mr. Worton?

Mr. Worton: No, that's all, Madam Chairman.

Madam Chairman: Mr. Haggerty.

Mr. R. Haggerty (Welland South): Madam Chairman, I want to follow the question Mr. R. F. Nixon asked this afternoon in the question period, and this concerns the prob-

lem, I guess it is, with the clashing of the coroner and the health unit head in St. Catharines—this is Dr. L. W. C. Sturgeon, director of the Niagara Regional Health Unit, who was accused Wednesday by coroner Dr. Bruce Henton of obstructing and delaying an inquest. The coroner told Dr. Sturgeon the fact that he had confidentiality of the records in his region saved him from being charged with obstruction under the Coroners Act. Now, the question I would like to ask the minister is just what information is to be supplied at a coroner's inquest?

Hon. Mr. Bales: Madam Chairman, you appreciate that this is really under the Solicitor General (Mr. Yaremko), not under my ministry. Coroners have been transferred to the Solicitor General, along with the Ontario Provincial Police, the Police Commission, fire marshal's office, etc.

Mr. Haggerty: Well isn't this a matter of the courts though? I mean perhaps it—

Hon. Mr. Bales: Matters of inquests are really the responsibility of the—

Mr. Haggerty: It is a court in a sense isn't it, an inquest?

Hon. Mr. Bales: Well, matters of inquests are really under the Coroners Act.

I wasn't there this afternoon when Mr. Nixon asked that question. I am not sure whether Mr. Yaremko answered it or not. But if there is some—

Mr. Haggerty: No the question was raised to the member for Lincoln (Mr. Welch), I believe it was the Minister of Human Resources, is that the title?

Mr. Singer: Secretary.

Mr. Haggerty: Secretary?

Hon. Mr. Bales: I don't know any particulars about it, but if I can assist in passing it on to Mr. Yaremko, or help you get an answer, I'd be glad to do it.

Mr. Haggerty: It is rather a serious matter when a five-month-old child's life was lost.

Hon. Mr. Bales: Leave it will you, and we will look into it and see what we can do to assist.

Madam Chairman: Have you anything further, Mr. Haggerty?

Mr. Haggerty: No.

Mr. Singer: I have a couple of additional points, Madam Chairman.

Madam Chairman: Mr. Singer.

Mr. Singer: There has been a fair bit of reference to family courts. I threw a suggestion at some of the civil servants a while back. Is there any wisdom or rationale in perhaps appointing to the family courts on other than the criminal side, people without legal training, but people who have had training in sociology or some of the associated disciplines? There are all sorts of people whom we have in our community who have training which might suit them very well for sitting in deliberation or adjudication or conciliation in family matters which don't particularly have judicial aspects.

Hon. Mr. Bales: You know the procedure at the present time is that before any appointments are made to the provincial bench or any division we submit them to the judicial council. I find that they have been approving—of course they consider each name we submit—but as a general pattern they have been approving only those people with legal training.

Mr. Singer: Yes.

Hon. Mr. Bales: While I certainly concur in that approach in reference to the criminal division and in many areas in the family division, I see nothing wrong in having a person with other background, other knowledge and expertise in the family court, other than those with just strictly legal training and perhaps other training as well.

I think there is a problem. My general approach to it, is that if there is only one family court judge to be appointed in a court, then I think with today's situations and the more complex problems we must deal with, it is good to have that person legally trained.

Where there are a number of legally trained people, then I think it may well be that we should take into careful account a layman's background and other knowledge and skills that they can bring to that court. You may well find that some appointments may be made of that nature but of course, I have always consulted the judiciary.

Mr. Singer: I think that makes good sense. I have in mind a particular gentleman whose name I didn't put forward because I was asking the academic question. This gentleman's background, to my knowledge, is very

substantial and with a good education in social work, through several universities. Presently, he has very successful experience over a considerable number of years in running a large public service institution, which you would be familiar with. I am not going to go into details.

He has recently, in casual conversation, expressed to me the thought that if this kind of opportunity was available, he might be very interested in it. I know this man and I know he has done excellent work. I think he would be a very efficient family court judge provided he didn't have to deal with any legal points. He has no legal background at all.

Hon. Mr. Bales: That's my approach and if you want subsequently, in confidence to suggest his name to me, I will be glad to consider it.

Mr. Singer: Fine. Another point I wanted to ask you about, and I know you can't do much about the county court or the Supreme Court judges, but what kind of initial judicial training do you give to a provincial appointee judges? What kind of continuing education do you make available for them?

Hon. Mr. Bales: The provincial court judges, before they go out to sit on the bench by themselves, or conduct cases on their own, spend a period of time here, under the assistance and direction of the senior judge.

Mr. Singer: What do you mean by "here"?

Hon. Mr. Bales: In the Metropolitan Toronto area.

Mr. Singer: In the courts in Metro?

Hon. Mr. Bales: Yes. They sit on the courts here. They sit on the bench with the presiding judge. There is a fairly extensive familiarization period under the direction of the senior judge, Judge Fred Hayes. They have their annual meetings here — they also have periodic meetings and so on where-in we bring them all together.

We are looking at other ways and means of continuing involvement of these people, not necessarily all at one time, but in smaller groups, to keep them up to date and to advise them as to different approaches. We are also establishing, or we want to establish, an information branch within the department.

The reason we want to do it on a relatively small scale is that there are many judgements that come out wherein people in various parts of the province might not receive immediate information about them. They are not in the weekly notes and they are not necessarily in Ontario reports, but they are judgements and decisions of import to them in their day-to-day work. The same applies to the Crown attorneys. That kind of thing we think we can do a substantial amount of.

Mr. Singer: I think far more can be done, because some of them get insulated, I suppose by reason of their location in the province; some of them because they feel once they've been appointed they are independent, and that they don't really have to pay too much attention to what is going on around them. I think it is so important that somewhere along the line they be kept abreast of what is going on. I don't think that you can force them to do anything but they should be encouraged, at least, to read the new provincial and the federal statutes that affect them.

Hon. Mr. Bales: I think it is healthy and helpful from time to time to move them from their area and to relieve in other parts of the province.

Mr. Singer: Yes. The rotation system, I think, could be most salutary.

Hon. Mr. Bales: Well, we have a number of people, for example, from here who go out to various areas to relieve, and at the present time there are people who have been in northern Ontario, for example, who are serving in a different part of the province—

Mr. Lawlor: I've come in contact with a few from the north, younger men particularly. I don't know whether they are down here at their own suggestion or by reason of what goes on in the department, but they have been anxious to come down and sit in our courts and give great attention to what is going on and have presided, at least in my opinion, over the courts very, very well. There seems to be a new kind of enthusiasm that we don't sometimes see in our regular Metropolitan Toronto area judges.

Hon. Mr. Bales: Well, there have been a number of people, as you know, appointed this spring. Most of them are men without long years of experience at the bar shall we say. I think in some ways that's a healthy

attitude. That's what we are rather seeking out; those kind of people.

Mr. Lawlor: Madam Chairman, just one other matter in this about the—

Madam Chairman: Are you finished, Mr. Singer?

Mr. Singer: Yes.

Mr. Lawlor: These estimates have been much too bland and rational. Perhaps it befits lawyers, I suspect so. There was a conference talking about seminars and that sort of thing, there was a conference at the University of Toronto about a month ago on sentencing. They brought down people from all over the continent to attend upon that. The people you didn't invite, apparently, are the people who do the most sentencing, namely the provincial court judges in criminal jurisdictions. The chief judge, I understand, said no he felt that the county and Supreme Court judges had some kind of priority in this particular regard.

Hon. Mr. Bales: Chief judge of the county bench?

Mr. Lawlor: Yes. I just heard a rumour that this is what he said.

Hon. Mr. Bales: That was a seminar developed through the centre of criminology.

Mr. Lawlor: That is right.

Hon. Mr. Bales: Mr. Edwards.

Mr. Lawlor: You paid a substantial sum into—

Hon. Mr. Bales: We paid a substantial sum, but we didn't have direction of it.

Mr. Lawlor: No direction whatsoever?

Mr. Singer: I am surprised, Madam Chairman, Mr. Lawlor exercised so little initiative. I got on the phone and spoke to Prof. Edwards and said I'd like to come, and I got a great mass of material and all the invitations that I could use.

Mr. Lawlor: While you were off gallivanting I was conducting the affairs of the Workmen's Compensation Board, Mr. Singer.

Mr. Singer: Well, I was moving on here, listening to you.

Hon. Mr. Bales: I wonder who was doing the greater good.

Madam Chairman: Thank you, Mr. Lawlor.

Vote 1005. Is it carried?

Vote 1005 agreed to.

On vote 1006:

Madam Chairman: Item 1.

Mr. Singer: Yes, on 1006, Madam Chairman, my remarks are going to be common to both these offices and it's something I've said for a number of years without any great—

Madam Chairman: Are you suggesting, Mr. Singer, that we take the two together so that we can discuss them?

Mr. Singer: So far as I am concerned, we can take them both together.

Madam Chairman: All right. Do you agree, Mr. Lawlor?

Mr. Lawlor: Yes.

Madam Chairman: Fine.

Mr. Singer: I don't think that either the Official Guardian nor the Public Trustee function really as public officials in the sense I would like to see them function. They are concerned with private matters, private litigation, and they very seldom get involved in matters which arise in the criminal field, other than in matters which might come to their attention if some private litigant is pushing them. Even when a private litigant or a private litigant's solicitor is pushing them there is a substantial reluctance that they become involved.

I can think of a particular estate that I was concerned with where the executrix had been making off with substantial sums of money to the detriment of the beneficiaries that were entitled to it, and in that particular case the Public Trustee did, in fact, say he would take over if we could have everyone else removed. We eventually did have everyone removed and it was a very complicated matter which certainly was beyond any investigative services that I could render. It would seem to me that where the basic facts become apparent to either the Official Guardian and/or the Public Trustee, that there should be written into the statutes in clear and unmistakable language the fact that they have a duty to interpose themselves in the interests of the people who might be hurt.

Now, thinking about our property laws and thinking about the services that these two

officials render—and I don't criticize the present incumbents or their staff; this is the way it has gone on for a long time, there is just a reluctance to change—these officials, these offices, originated I suppose at the same time our property laws grew up and they were for the protection of a certain class in the community. People who have substantial estates, who are no longer mentally competent to look after themselves, what better could be done than to put in a Public Trustee to look after it. Fine.

But I think that where there is an apparent wrongdoing, or an apparent confusion, or an inability of a variety of persons to properly cope with matters involving private rights of people under age, of minors, of estates where perhaps the people aren't too competent, where perhaps the beneficiaries haven't got any assets available to pursue their rights, there should and there must be, the sooner the better, some real amendment to these statutes giving to these two important officers of the Crown a real responsibility and duty directed by statute to get into this kind of a problem.

On a couple of occasions when I have had to do this kind of inquiry, probably because I am here, I have been able to talk to them and get participation, and when it gets down on the lower levels the participation is very reluctant. I don't think it is reasonable that it should only be done because a member happens to go and talk to them. I think it should be there in the statute, and they should have a public duty to get into this kind of a thing.

I made this particular kind of representation for a number of years to Mr. Wishart and he seemed not to be unhappy about it, but nothing has ever happened. I wonder now if the present minister will take this, not only under casual advisement, but would see if he can't do something about it and modernize these two important departments because I think they could play a much bigger role in protecting members of the public.

Hon. Mr. Bales: There was a case in the newspaper last week about the official, the Public Trustee, who took an active part in reference to a person who had been mentally incompetent. You may have seen it.

Mr. Singer: I don't think I did.

Hon. Mr. Bales: It was a claim of a lady in reference to moneys, an excessive amount of moneys, that a dance studio, for example, managed to—

Mr. Singer: Well, that is a very unusual departure for that office.

Hon. Mr. Bales: Yes. But it was an interesting set of circumstances, too, and I was glad to see that they had taken the action they had.

Mr. Singer: Well, as I say, maybe there is a little change in there. The one I was concerned with was an executrix with sticky fingers, much to the detriment of the beneficiaries who were really not able to protect themselves properly.

Hon. Mr. Bales: They were not able to get any records?

Mr. Singer: Eventually we got the Public Trustee in, but it took an awful lot of appearances and convincing on the part of the surrogate court judge. The original solicitors who had handled the estate were not eager to co-operate because they knew that a mess had occurred, and they were something less than anxious to bring any pressure to bear on their client.

Hon. Mr. Bales: Did they finally take the initiative in reference to the matter and request a report?

Mr. Singer: No, the initiative was all left with me until finally I got the executrix removed on consent; finally brought some sort of accounts before the court that the county court judge accepted; and finally, then the Public Trustee came in as administrators with will annexed.

Hon. Mr. Bales: The point—

Mr. Singer: Hopefully, and I don't know, but hopefully they are pursuing the defalcating executrix. I don't know whether they are or not. I would like to think that they are, because she got away with an awful lot of money that she shouldn't have got away with.

Certainly they must have better investigative techniques and personnel available to them than I have; but I would think that it is something that should be available either to both these departments, or through the surrogate court, when something like this can be established. The man who came to me certainly had a grievance; and once that grievance was established I would have thought that there should have been almost instant intervention by one of these officials.

Hon. Mr. Bales: Well, we'll look at it. There is a lot about it, I would like to know. Not just that case, but the office—

Mr. Singer: Well, that case is just by the way. I think that one is—

Hon. Mr. Bales: Sure, it's the office that I—

Mr. Singer: —it's the office and the instruction that should be contained in the statutes that isn't there now.

Hon. Mr. Bales: Yes, it's the statutes themselves that have to be looked at and perhaps strengthened.

Mr. Singer: Yes.

Madam Chairman: Have you anything further, Mr. Singer?

Mr. Singer: No, that's all.

Madam Chairman: Mr. Lawlor.

Mr. Lawlor: Just a couple of technical questions. Your estimates for this year show a fair-sized reduction over against the actual expenditures in the 1971-1972 estimate. Why is that?

Hon. Mr. Bales: Are you dealing with the Official Guardian?

Mr. Lawlor: Yes.

Hon. Mr. Bales: Well, there is a reduction plan there in reference to the moneys paid for reports. We introduced an amendment in the House in reference to this matter. It used to be that you had to obtain a report in matrimonial matters, and the Children's Aid Society was engaged in every instance to obtain that report. And in many instances, those Children's Aid reports were not necessary and caused extra distress; that is all.

Under the change in legislation, under the Matrimonial Causes Act, which we put through recently, it now becomes permissive of the Official Guardian; and there is a reduction in the cost. Some of those will be done by the office themselves, other will only be required; and there is a reduction in the cost involved. This will make quite a substantial difference in these estimates.

Mr. Lawlor: Yes. In previous years up to an excess of 50 per cent of the expenditures of that particular department was in terms of Children's Aid reports. As you say with the cutback that you obviously think is going to be fairly considerable, there will no longer be that necessity.

Hon. Mr. Bales: Anything else?

Mr. Lawlor: No, I don't think I'll go any deeper into this particular vote.

Madam Chairman: Thank you, Mr. Lawlor. Vote 1006, does it carry?

Vote 1006 agreed to.

On vote 1007:

Madam Chairman: Vote 1007, law research and development programme.

Mr. Singer: Yes.

Madam Chairman: Mr. Singer.

Mr. Singer: What current investigations does the Law Reform Commission have under way?

Hon. Mr. Bales: I tabled three reports just recently.

Mr. Singer: Yes.

Hon. Mr. Bales: And I have an additional one that perhaps I will be tabling tomorrow. We have tabled the one on landlord and tenant. The commercial—

Mr. Singer: Powers of attorney.

Hon. Mr. Bales: Well, that one I tabled.

Mr. Singer: Yes.

Hon. Mr. Bales: And the other one is the warranties one; that has to be tabled.

Mr. Lawlor: Guarantees?

Hon. Mr. Bales: Consumer warranties and guaranties. The ones in progress are the law of property; that work will continue. Then there is—

Mr. Singer: What are the general terms of reference in that one?

Hon. Mr. Bales: Well, they are set out here. It involves a review of the basic principles of real property laws, which were inherited from the common law of England; and what remedial legislation is desirable and feasible to simplify and update the essential basis of the law governing interest in land other than leasehold interests.

Mr. Singer: This has nothing to do with land registration?

Hon. Mr. Bales: No—

Mr. Singer: The theory of the law?

Hon. Mr. Bales: We are bringing in some bills on that. I'm not sure whether the

Minister of Consumer and Commercial Relations (Mr. Winkler) has introduced them yet—

Mr. Singer: I haven't heard that they are here yet, although I've heard rumours that they're on their way.

Hon. Mr. Bales: Then there's the law of trusts and others. They cover executiveship, trusteeship and the administration of estates. There's the family law project; the law of evidence project; compensation for injuries in automobile accidents. There is one on the Solicitors Act, which is proceeding; the enforcement of judgement debts; non-possessory repairman's lien; Mortmain and Charitable Uses Act. Of course, the large one which they're doing is the administration of the courts.

Mr. Singer: When do you think we're likely to receive the one on the administration of the courts?

Hon. Mr. Bales: I want to proceed on the basis that it may not all come out at once. I'd like to see them use some interim reports, so that they could proceed with some parts of it. We're particularly concerned at the provincial court level, because that's where you have a very heavy volume of cases; there is a great increase over other years.

The work on the Supreme Court and the Court of Appeal is not up-to-date, but it is relatively up-to-date with the changes there. It's the same with the county bench; it's not as up-to-date because there's a heavier volume. It's in the provincial court area that I think we have to make some substantial changes. We're looking at that at the moment.

I referred to that in the short statement I made at the beginning. We have the feeling that there is a number of matters that come before that provincial court which I don't think really have any business being before the court. For example, matters of parking fines, etc. Those minor matters, I think, could well be dealt with by somebody other than the courts themselves, and restrict them to indictable offences, the more serious offences.

Mr. Singer: You mentioned real estate law which I think is a most appropriate course of study for them. I note that you've added to your estimates the whole field of compensation—the Land Compensation Board and so on. I don't understand why, particularly, the registry office system is put in the Ministry

of Consumer and Commercial Relations. I don't understand that kind of breakdown.

Particularly, I would like to know if anyone is doing any investigation into our condominium legislation? I spoke at some length about this in the housing estimates and I'm not going to repeat the suggestions I made there. I think that there is a great need for someone to have a quick and intense look at condominium legislation. All our legislation at present is to regularize a system of ownership but it doesn't provide any protections at all. I would hope that somebody is looking into it and I would think that the appropriate place it should be looked at is in the Ministry of the Attorney General.

Hon. Mr. Bales: You may recall—I think it was tabled earlier this year—a Law Reform Commission report in reference to planning. I tabled it, I think, in March or thereabouts. I had discussions with them when I was in the former Department of Municipal Affairs. I was somewhat concerned that the Law Reform Commission didn't look at the whole Planning Act.

One of the things I wanted to do when I was in that department was to revise the Planning Act entirely, because I think it's time it needed to be rewritten. They felt that it was an enormous task and one that at that particular time they couldn't really undertake. They did that one aspect of planning. Really, the condominium matters, in some ways, come in with the planning situation. What I'm looking at is I'm going to suggest other ways now, perhaps, of undertaking that kind of—

Mr. Singer: I think the condominium matter is a matter of very substantial urgency because it's a new method of housing people—

Hon. Mr. Bales: Sure it is.

Mr. Singer: —and a number of people are finding themselves in difficulty; we haven't got sufficient support in our laws to protect them.

Hon. Mr. Bales: I think there's uncertainty as to the validity, perhaps, of condominium titles. Let me make it clear, I'm not questioning their titles but it's unfamiliarity with it because it's a new type of situation. The layman just doesn't understand it and the lawyers don't understand it.

Mr. Singer: Well, there is no protection against such things as the management contract, mechanics' liens, peculiarly a lien

against one unit is a lien against the whole development. There are a dozen different things that I outlined the other night and I don't propose to do it again, but I think you have got to take a quick look at it, and I would think someone more knowledgeable in this field could bring in some intelligent legislation in the fall.

Hon. Mr. Bales: Well, the Minister of Revenue (Mr. Grossman) I know is anxious that we pursue it.

Mr. Singer: And without reflecting on Ontario Housing, I think it has got to be a lawyer's look and the Attorney General's look. I think you could get confirmation about the kind of problems from the housing corporation. But how it is going to be dealt with has to come, at least in my mind, out of your department.

Hon. Mr. Bales: Yes, I can see that.

Mr. Singer: And as you mentioned planning, could you tell us what's happening with Whiterock? Everything seems to have ground to a halt there.

Hon. Mr. Bales: As you know the Forfar case is before the Supreme Court of Canada. We, through Mr. Hilton, have been pressing to have that case brought on as quickly as we could. It is the appellant who has not finalized his grievances.

Mr. J. D. Hilton (Assistant Deputy Attorney General): Yes, Mr. Smith acting for the appellant has been urged ever since December to bring his action on. I have, on behalf of the Attorney General, offered to go with him to the Chief Justice of Canada to have that case expedited because of its public importance, having regard to the decision of the Ontario Court of Appeal in the constitutional questions reference. Mr. Smith has not taken advantage of my offer, though about six weeks—perhaps it was a month ago or six weeks ago—he asked me for an affidavit that he might use on such a motion. He has had that affidavit. It was returned to him within one day from being submitted. To my knowledge, he has not as yet made his motion.

I was speaking to the solicitor for East Gwillimbury in this regard and he said that as far as he knew the appeal book wasn't even completed, and that even if we had gone down when the affidavit was provided, which was about June 1, it would have availed us nothing because we obviously couldn't have got before the court before the summer. I intend to keep as much pressure

on as I can to see that that is brought on, but it is unfortunately something that is beyond our control.

Hon. Mr. Bales: Well, the reasons we refer to Forfar, of course, is that in the application for the stated case before the Court of Appeal here, they raised the question at first as to whether they should hear it at all, but then came to the conclusion yes, but not until such time as the cases presently before the court, the Supreme Court, were dealt with because in that decision there might be guidance for them. I raised it with them a number of times because we need the answers to those matters before we can bring in the legislation dealing with it.

Mr. Singer: Could I query that last statement of yours? Are we, unfortunately, bound to wait on the courts in a matter of this kind? In Whiterock alone there are several hundred people who are sort of left in a state of limbo. Could we not legislate as well as waiting on the courts to decide?

Hon. Mr. Bales: We could, if you have the answers that we need. We don't think we have. Last fall I had a number of representations to me as Minister of Municipal Affairs in reference to those titles and so on and everybody pointed, or the people who came in to see me, pointed to great problems and how the titles were defective. In some instances they corrected those deficiencies by reason of committees of adjustment application.

I know it is a serious problem. I am not sure as to the extent of the defect in titles in many instances. A lot of people assumed that their title was defective and they would like some validation bill to be passed, just clearing up any possible problem.

When the last validation bill was brought in, and I think it was 1967, I think it originated in connection with certain titles in the Kitchener-Waterloo area, which would have had general application. It was made very clear at that point that the government would not want to bring in further validation bills because if you do—you are well aware of the problem. People just assume that every few years you are going to do it and they needn't worry too much about adhering to the provisions of the plan.

Mr. Singer: This is the very point I am unhappy about. Certainly it is important that the question of those titles be cleared up, but I think even more important in the public interest is that some clever developer is not

going to be able to evolve a scheme whereby he can legally sell land which is not properly planned and not properly serviced. Really that is what the whole thing turns around.

Could we not leave those titles alone a bit and so amend the Planning Act to make abundantly clear that if you are going to buy a new lot on a new subdivision that it will have roads, it will have water and it will have sewers, and the municipality has responsibilities, and that sort of thing?

Hon. Mr. Bales: I think if you look at the number of county land division committees that have been established in the last year, it is a substantial number. These are working out much better. I know there is a problem there. I know some of the background, but I think that by and large the new severances are much better done.

I think that since the amendments I brought in a year ago last March or April, following the scheme of deeds by severalty, there have not been too many of these other round-about arrangements, if I can use that phrase. There have been many applications, and a great many of them are tied up with the matter of obtaining septic tank approval, for example, which is one of the most serious things. The legislation and change in arrangements in that regard have had quite an effect.

Mr. Singer: There is no doubt that the publicity has had quite an effect, and even developers are thinking twice. But in a clever scheme, whether it was legal or illegal in the sense that proper titles were able to be conveyed—presuming for the moment that the Supreme Court of Canada may find that what they did was quite within the law and that there were good titles—there will be many people who are going to end up with lots for which they won't have water service, road services, and adequate sewage facilities.

Hon. Mr. Bales: There are some changes within the Planning Act that I think are before the House now, or if not they will be.

Mr. Singer: Yes, the Minister of Intergovernmental Affairs (Mr. McKeough) brought in an Act the other day.

Hon. Mr. Bales: And there are a number of things there to assist in these general matters as well. But I'd like to get that case before the courts very quickly. I have been assured that it would be—and as a matter of fact it could have been before the Su-

preme Court of Canada this spring had those pleadings been ready.

Mr. Singer: I suppose the difficulty that the Law Society has had in arranging with insurers in regard to negligence relates in some way to the assessment that the previous insurers might have made in the event the decision goes against the legality of those titles. If it does, that insurance company is going to be on the hook for an awful lot of money.

Hon. Mr. Bales: Let's see—what part of the country is that where all those actions stand?

Mr. Singer: They hurt us all because there had to be a renegotiation of the difference in insurance—

Hon. Mr. Bales: Everybody pays the premium.

Mr. Singer: And that company stepped out. It is very unfortunate. It not only hurt the lawyers, I think it had a broad effect on the whole community.

Mr. J. P. MacBeth (York West): Can't let the lawyers get hurt?

Madam Chairman: Anything further, Mr. Singer?

Mr. Singer: Not on that point.

Madam Chairman: Is there anything further on 1007? Mr. Lawlor?

Mr. Lawlor: A few things. First of all, I would like to interrogate the minister and make some submission. The British law reform—I'll say in preface you deserve a little commendation perhaps—I understand that it was in effect for a period of 26 years and submitted innumerable recommendations before the first one was adopted. Unbelievable.

Hon. Mr. Bales: Before it saw the light of legislative action?

Mr. Lawlor: That's right. It has been somewhat more accelerated in Ontario, thank heavens, and the federal government has now set up its own commission and there's an outline given by Prof. Friedland of their operations and internal workings in the March, 1972, Gazette of the Law Society.

A number of things interest me in this regard. First of all, the way which our Law Reform Commission is structured is basically to farm out to the university community proj-

ects of various kinds, to get reports back, peruse them, go over them and then submit either the original university report or some amplification or incapsulation of that based upon the report as submitted. I wonder if, in all instances, that really is the best way to proceed.

The federal process is quite different. They have set up their own internal staff which is quite expansive and intend, both with respect to draftsmen I understand and with respect to the actual ongoing research toward law reform on the federal level, to do it largely internally and not proceeding along the paths that you have seen fit to do.

As a result of this, I suggest, Mr. Minister, that the Law Reform Commission of Ontario has much too much on its plate. There are a considerable number of deferred projects now; projects which they simply can't reach because of the complexity. I think of land use control partially, connected with community planning, etc., which the late Prof. Milner did such fine work on. Little has eventuated from that. And in the business of innocent misrepresentation in the law of contracts, there nothing particularly has been done. The area of compensation for injury rising out of the exercise of statutory authority seems to be floating in some kind of limbo.

If I went through the reports from the past few years, I would be able to show you half a dozen different areas in which, to use the vernacular, we are hung up.

While the ongoing work is excellent and the action you take on it is altogether laudable, I was particularly bemused this afternoon, Madam Chairman, by the expedition with which the Ontario government acted with respect to landlord and tenant when the report was submitted. When profound property interests are involved, the rabbit really gets out of the hat and—

Hon. Mr. Bales: Well, Madam Chairman, didn't Mr. Lawlor notice that—

Mr. Lawlor: —and all kinds of inflictions of personal ills may be made and human beings may go down the drain, but the landlords of the Province of Ontario suffer little affliction—

Mr. Singer: Aren't we going to get legislation on it this afternoon?

Hon. Mr. Bales: Well, yes. Mr. Lawlor, didn't you notice that in there I made refer-

ence to one provision that you had recommended?

Mr. Lawlor: You are perfectly right. You have a private bill on one area there for which I give you great credit. I'm sure you will divide my loyalties in this regard, Mr. Minister, when the time comes to vote on your legislation.

But that was such an obvious oversight that even the committee on justice of this House must bow its head in shame—the business of no sonctions whatsoever, arising out of the failure to post notices of where you may sue that landlord.

Mr. Singer: It wasn't that you weren't warned about the lengthy procedure. Mr. Wishart and I, I think, joined by the member for Riverdale (Mr. Renwick) and Mr. Lawlor, pointed out at great length that your speedy procedure wasn't speedy at all.

Mr. Lawlor: I don't want to be in contention with you today, Mr. Singer, but it was Renwick and Lawlor, followed by Mr. Singer.

Mr. Singer: Well! I recall my amendments being introduced in committee and you supporting them.

Mr. Lawlor: Your adroitness at picking up the ball is—well.

I think, therefore, you should give some consideration, in consultation with the five members of the commission, to expanding their staff so that they can do internal work as well as external work—farming it out to the university.

It seems to me, wise as these men may be, that the tendentious nature of a report coming from a single professor at a university must always have to be weighed and discounted. If he has particular orientations in an area of law—if, for instance, he submits a report on evidence—that particular professor may be highly qualified in the field of evidence, but there may be other wide areas in which he does not, because of his own personal prejudices and what not, give adequate attention to the work on the family law project.

While it is complete, it is a matter which has received scant attention really from this body or from our committee. Somewhere along the line all those—what?—nine magnificent volumes are going to have to be dissected and worked upon. I think that your department has found that work inefficacious, largely because of the formulae, mathematical and otherwise, that are embodied in that

report, and which are very difficult to legislate as to the division of spoils between husband and wife on separation or upon divorce.

Nevertheless, I have sat here for four years and have never seen a single opportunity in which all that mountain of work has ever been mined as to what its validity is one way or the other. I suppose the Attorney General's estimates on some occasion should be examined on this item. Certainly we have the right to go into it, I would think, under the terms of these estimates.

If something isn't done with respect to providing time or giving us some scope as to the large amounts of money that have been expended in this particular direction, then I certainly am going to make it part of my job to take time out and to go through those volumes and to lay it out on the table and to see what or what not ought to be done with respect to family matters as recommended by that report, and where it is fallacious.

As I say, I believe it is sufficiently fallacious that you haven't seen fit to bring it before us to any great extent. So, I would like to see an expansion of their work and facilities so they can get on with any number of other projects. The law lags; it always lags 15 to 20 years behind current opinion in any number of areas. It lags by having the institution operating there without bringing forward the determined conclusions they come to for surmise and forms of draft legislation and what not, and by having them hamstrung by way of money and by way of a shortage of staff in getting on with the numerous areas in which they are investigating.

I don't feel that we have too much legislation in numerous regards. The business of bringing forward the warranties and guarantees is excellent. It should have been done; it is before us and, I trust, we will get on with it. We don't sit sufficiently long in the House in my opinion. We take it too easy. In the meantime, people who are under warranty to General Motors or, I believe, other corporations of the province are suffering considerable harm. The only way I have found to get around a warranty situation is to rail into the president of the company, as a result of which and almost invariably, we get something settled. I am sure that the general public isn't quite aware of that and, then if it was, I suppose the president would get so many letters that he wouldn't do anything.

One thing I wanted to ask you, Mr. Minister, is whether, as grist to our mill, the various things that are under consideration and floating like the pink cloud nine feet up, might be available to members, at least of this com-

mittee, and to the Legislature. A number of reports have come in which are interim reports. In the business of the law of trustees, for instance, having to do with powers of maintenance and advancement, a Prof. Waters of McGill has submitted something.

Then there is a number of things that I think would give us great value, either by way of a private member's bill or by way of trying to promote the cause in the House, for example, the papers submitted on credibility and character by Dr. Mewett in the law of evidence, which as I say, haven't reached any real firm position yet, the papers submitted on judicial discretion, and the burdens of proof in the Canada Evidence Act by Des Morton.

I would wonder whether you would go a little out of your way and whether the Law Reform Commission would go a little out of its way to supply these papers to us who are interested in this particular regard, to see what validity these documents have, how deep they go, and what they think the faults really are. I am convinced major overhauls in the law of evidence are going to have to take place before very long, precisely because they are obtuse and they obstruct the operations of the courts as things presently stand. That's the second area in which I am concerned.

The third area is the relations of the Law Reform Commission with the newly formed federal body. Again, in the law of evidence, there is a real crossing of the ties because we have two evidence Acts, one at the federal level and one at the provincial level, embodying to a great extent the same principles and grounds regarding exclusion, inclusion, culpability and what not.

I know that there has been some kind of tentative meetings between the two bodies, but it seems to me these have been in a most informal and unstructured way. Because of our peculiar constitution in this country, many areas of law reform are precluded to either one level of government or the other, unless substantial co-operation is achieved between the two levels. I would like to know the extent of that co-operation, as things presently stand, and whether they have set up fairly informal bodies in their meetings, leaving aside the uniform law commission, which no doubt will fall into desuetude in the process of building a structure and the liaison between the two commissions.

I wonder also whether this is ongoing and if something fixed and certain has been reached in this regard, or whether the thing

is still fairly vacuous—and there is no reason why it should be at this stage of the game—as between this government and its overtures to the federal government in setting up a liaison commission to deal with those matters that straddle the fence.

Those are three areas I'd like to deal with immediately.

Hon. Mr. Bales: First of all, in reference to the size of the commission, it's complement, it has been increased this year in the research field, but Mr. Leal does not want too large a permanent commission. He prefers to work on various matters with different groups, not only in the universities but in the practising field of the law, legal people in areas of the province and so on. He feels it is important for him and members of the commission to keep in closer touch in reference to the various projects they are undertaking.

At the same time, he thinks—and he has used the expression with me—you can spread that commission too thinly, in that the quality of the work might well suffer if they engage in too many various projects by too many groups without him and the others being well aware of the information that is being received and the conclusions being reached along the way.

Therefore, while we have added, and we will continue to add to the commission to a certain degree, we are not trying to establish that as a numerically large body to carry out all of the studies within itself.

The second point dealt with working papers. You referred to different interim reports, but what you really are talking about there is working papers. I think those have to remain with the commission until the studies are complete. If you start publishing or releasing working papers in the form of interim reports, they might well present slanted or not completely satisfactory information covering the whole matter. There is always more than one viewpoint on it, and the commission does obtain working papers from a number of people; if you publish those, I think it makes the constructive work of the commission more difficult in reaching its final conclusions on these various matters.

On the last point, concerning the federal Law Reform Commission and the Ontario commission, as I appreciate, there is not a structured arrangement between them. They have very close liaison; I know that. They do meet frequently on different matters, not merely physically; I know they are in touch by telephone and all this kind of thing on a very frequent basis, but as far as I am aware

they have not set up a completely structured arrangement for liaison meetings back and forth. They felt they should keep it in that kind of flexible arrangement. Mr. Callaghan may have something more to say on that.

Mr. F. W. Callaghan (Deputy Attorney General): The federal Law Reform Commission does have contact with our ministry. In particular, we have an observer in our own ministry who works with them in the development of their amendments to the Criminal Code; we have a contact in that way. We have an observer with them in their East York project, providing that new service to the residents of East York. But again, as the minister says, there is no structured arrangement or integration, and development of projects.

Mr. Lawlor: You know that Friedland thinks that there should be.

Mr. Callaghan: Yes, he might think that. I don't know what he thinks. A lot of people have their own ideas on it, I guess.

Mr. Lawlor: Just one other area. What moves are being made to set up what they call a KPM study? It's answering the cause of transferring from the registry system to the land titles system which has been recommended already.

Hon. Mr. Bales: What they are doing is they are changing through legislation. This is Mr. Winkler's area really, but let's deal with it at least briefly. We have changed the land titles system somewhat to bring it closer to the registry office system and the same with the registry office system, so that before too long we can meet and have one type of system.

The number of amendments coming forward under the two Acts, and they are quite extensive, whether they will be dealt with before we adjourn shortly or not, will be in the House shortly. It doesn't unite them, but they are amendments to both the lands titles system and to the registry system. I have been suggesting to Mr. Winkler that he might—I haven't been there for a long time—accompany me to the registry office in Toronto, and the land titles office, so that he might see that for himself.

Mr. Singer: Could you convince Mr. Winkler to let a lawyer carry that through the House? There was some confusion on the Insurance Act which might have been avoided had someone with legal training been responsible for that statute.

Mr. Lawlor: That was a case of elitist.

Mr. Singer: Maybe, but we'd get along more quickly.

Mr. Lawlor: Much more quickly.

Madam Chairman: Does that finish for you, Mr. Lawlor?

Mr. Lawlor: Yes. I think that's it.

Madam Chairman: Mr. Singer.

Mr. Singer: Let me comment on that land titles system. I've been talking about this for a long time. If we can get down to a system where we can simplify the legal faldral that goes on, the certification of titles by four or five lawyers on the particular deal, each one charging tariff, I think the public is going to benefit very greatly. I have told the story many times; I've forgotten the gentleman's name, but who was the assistant—Mr. Hilton might remember—the assistant registrar of titles at the time we were law students in the city of Toronto?

Mr. Hilton: Do you mean Mr. Dodds?

Mr. Singer: Mr. Dodds.

Hon. Mr. Bales: I remember him.

Mr. Singer: He probably knew more—

Hon. Mr. Bales: White-haired—

Mr. Singer: Yes. He probably knew more about titles in the province than anyone else before or since. He told me one day that he would be prepared, on his own, to certify every title in the city registry office at \$1 a title. He guaranteed that he would end up as a millionaire, which is pretty obvious regarding all the nonsense that goes on time after time with requisitions and the same answers to requisitions. If you happen to have a discharge of a mortgage and two new mortgages and so on, you can well end up with four or five lawyers doing the same work and all charging the same fees, which really produces nothing for the good of the public. It might produce something for the good of the lawyers. If we are making some strides to get out of that, I would be very happy.

Hon. Mr. Bales: We are just discussing this matter, but one of the things that disturbed me with the lands title system, is that it always seems that the local master of titles of a particular office tends to make regulations on his own as to how things shall

be done in that office because they are certifying the title and therefore it has to be that certain way—phraseology, etc., etc. I have been raising this in legislation committee with Mr. Winkler, so that we would hopefully get some uniform type of regulation through those land title offices throughout the province. You're not left then with each man having the responsibility of developing his own type of forms or phraseology or patterns of procedures. I think that's going to take place.

Mr. Singer: I wanted to quarrel to some extent with the minister's view about producing working papers. Mr. Lawlor made some mention of the work done by Prof. Milner. Now, that was not embodied in a report of the Law Reform Commission. The working papers came out and they were very good, and rather than detract—

Hon. Mr. Bales: That was under the Planning Act.

Mr. Singer: Planning Act, yes.

Hon. Mr. Bales: And then it was taken over by another person—

Mr. Singer: He passed away.

Hon. Mr. Bales: And he abandoned the work. Mr. Milner passed away.

Mr. Singer: Yes. But the type of work that he produced was a most scholarly one and, I thought, a most sensible one. And rather than being definitive, it aroused all sorts of intelligent discussions and it would have been helpful. It was. Well, I don't know that we've really come out of the clouds yet on the Planning Act, but it would be helpful from time to time if we get that kind of thinking, for what it's worth, to encourage discussion and encourage counter-suggestions.

Hon. Mr. Bales: Make it provocative.

Mr. Singer: So just a blanket rule that we shouldn't reveal the working papers I think perhaps has some fault in it.

Hon. Mr. Bales: Maybe. I think, perhaps, it depends on the subject under study, doesn't it? Do you agree?

Mr. Singer: Now, one other thing.

Mr. Lawlor: I can think of nothing—pardon me, just a minute. I can think of nothing more innocuous, you know, than a paper on judicial discretion. Go ahead.

Mr. Singer: One other thing. I notice that Mr. Leal isn't here today and Mr. Wishart wasn't here the other day. One of the advantages of handling estimates on this level, I always thought, was to enable us to have the particular branch heads, or sub-branch heads before the committee so we could hear some of their thinking. And I think we lose something in that.

Hon. Mr. Bales: I'm not opposed to that. It just so happens that Mr. Leal is out of the city on a conference at the present time and not knowing exactly when it was coming up, I didn't want him to postpone—

Mr. Lawlor: Because he did appear two years ago.

Mr. Singer: He's been here two or three times, and I'm not detracting from what the minister tells us, or what the officials tell the minister, who then tells us. It would be of some interest, I think, to get at some of the thinking of Mr. Wishart and/or Mr. Leal directly. I think it would be helpful to the committee.

Mr. Lawlor: Just one other thing. Oh, I'm sorry, go ahead.

Mr. Singer: I've got two other points, reasonably brief. I would hope that we don't see legislation on the last report of the Law Reform Commission relating to Sunday observance. That is one of the most convoluted, mixed up and impractical reports I've ever seen. I would hope somebody would indicate pretty strongly, if it hasn't already been done, that that one be sent back to the drawing board. Sunday observance laws certainly need some change, but I would shudder at the thought that they be changed along the lines recommended in that report of the Law Reform Commission.

One final thought that the Law Reform Commission might have a look at is the uniformity of limitation periods. As the minister well knows we have all sorts of statutes which have all sorts of limitation periods. In medical negligence, for instance, if you want to proceed against a hospital for medical negligence you have six months to do it. On the other hand, if you want to proceed against a doctor you have a year to do it. This very obviously could cause great difficulty to someone who might not have spotted the differing limitation periods in the two statutes.

The question of the liability of hospitals if a patient goes from hospital A to hospital B, you might well have run out of limitation

period insofar as hospital A is concerned, while it may be a continuing or a joint liability insofar as the two of them are concerned, which can only be ascertained or even guessed at after there is a final verdict. I think it makes it very difficult for the legal profession to adequately advise and protect their clients who have this kind of a claim.

Hon. Mr. Bales: There was a report—let me see—on limitation of actions in early 1969. I don't know whether you remember it. I don't remember the details.

Mr. Singer: I think I vaguely remember the report coming down. I don't recall any legislation on it.

Hon. Mr. Bales: No, there wasn't.

Mr. Lawlor: There was a complete report on its limitations.

Mr. Singer: Yes. We got into difficulty, if you will remember, under the Insurance Act when we embarked upon no-fault insurance. The schedule to the Insurance Act provided three-month periods, and then by some very unique process of legerdemain somebody discovered you could change that limitation period by putting some words in the regulation. I was able to convince the minister, just recently, at least to take the words out of the regulation and put them into the statute extending that period. But it would seem to me to make quite good sense if there was a sort of standard limitation period for hospitals, for doctors, for claims under no-fault, for claims against municipalities. There must be dozens more that I can't quickly reel off. It would be a great help to the profession in enabling them to protect their clients who would come to them for advice or whatever.

Hon. Mr. Bales: We'll look at that and see what the problems are.

Mr. Lawlor: How are you coming on the limitations? Are you working on it? Is there legislation in view? They took the whole business of proscriptive easements, etc., into review, and said you should set up definite time limitations on the holding of lands and what not to make title absolute, and all this sort of thing.

Hon. Mr. Bales: We'll look into it. I can't remember the provisions of the report.

Mr. Lawlor: You obviously have not been staying up late at night with your deputy mulling that one over.

Hon. Mr. Bales: Not that one, no. I've been staying up late on a lot of others.

Madam Chairman: Anything further on vote 1007? Shall 1007 carry?

Mr. Lawlor: Just two small things arising out of the discussion on land registrations and what not; you have really messed up the land titles situation with respect to your provisions touching part-lot control. As you know, they are so construed that an affidavit must be filed at both the registry office and the land titles office on every occasion. Whether you own a single piece of land as the sole prize of your life, or not, in order to prevent people from subdividing land on their own hook, keeping one portion of the land, and selling the other, you have now made it mandatory that they file this cursed affidavit every time they sell any land at all, saying that they don't so hold. In other words they turned your legislation around. Can something be done to rectify that situation?

Hon. Mr. Bales: I raised this with Mr. Priddle the other day. I think I will just send you a copy of the memorandum that I received on that same thing. Because of the arrangement of different parcels, you can't be sure where they are. One thing he told me, which I hadn't known before, or was aware of, was that they had to register on various parcels when they are exempt from part-lot control. I had little to do with that amendment—do you remember—that was put in the Act—

Mr. Lawlor: Yes.

Hon. Mr. Bales: —so that a municipality could be given the option to exempt various plans from part-lot control. My concern was that you had plans where the land was zoned for semi-detached use but that until the house is built you don't have a description of the parcel, because there has to be a mutual boundary, and we hadn't inserted that provision whereby the municipality could, with the consent of the minister, exempt certain plans from part-lot control. Originally this wasn't shown on the registry in the land titles office. Now they show it, so that you and they can know that it is not subject to that land subdivision control.

Mr. Lawlor: I guess that helps a bit as to the areas which would be exempted, but there is no reason in the world why there should be an omnibus necessity to file affi-

davits. It should be the other way around—if you do own adjoining lands, then you must make disclosure; not the other way around.

The other thing is, is the minister aware of this? I saw a lease the other day—I suppose it follows from the Whiterock situation—where they were selling the lands in question for 21 years less a day. The cost was \$4,500. Embodied in this rather skimpy document, apart from the lease, it said that the “purchaser may, at any time, exercise an option to buy,” and to buy outright, provided that the Planning Act had been amended by that time, making it possible legally to do so. The whole weight of the improvements fell wholly upon the person. In other words, he had to supply his own water; he had to dig his own wells; he had to do the whole works. And it was blatant.

Then, in company to this, imprinted on the form on the back, was a letter to their solicitors—I suppose this is to say that there was no false representation made. The letter to the solicitors was an adroit piece of business too, in which they said “yes” and “no,” of course, and both at the same time.

But these people tell them, too, that they may put up any type of dwelling they please, provided that it falls within the ambit of the local bylaws as to buildings in the area; without giving them any escape clause that if it doesn't so do, then the deal is null and void. These things are apace—I'm told that they sold. The simple people that came in to see me on that occasion said they were selling like hotcakes.

Madam Chairman: Mr. Lawlor, I think that's within Mr. Winkler's ministry, so perhaps—

Mr. Lawlor: I suppose it is, but we can—

Madam Chairman: —this minister will refer it to Mr. Winkler for you. Anything further on vote 1007? If not, is it carried?

Vote 1007 agreed to.

On vote 1008:

Madam Chairman: Vote 1008, Ontario Municipal Board programme. Anybody to speak?

Mr. Singer: Yes, Madam Chairman. It's interesting that the Ontario Municipal Board should end up with the Attorney General after all these years. I don't know what the genesis of that is, and why particularly the Municipal Board should now be with

the Attorney General and Municipal Affairs be dangling off somewhere else. I've been concerned about the Municipal Board for a long, long time, both prior to coming into this House and in the House.

Over a number of years the succession of ministers have extolled the independence of the Municipal Board in usual phrases like: “You wouldn't expect us to interfere with an independent board who have their own job to do.”

Without changing any statutes, the philosophy of the ministry has at least changed. Recently, one of your ministerial colleagues took the trouble to send a letter to the chairman of the Municipal Board setting out his views about a large development in Toronto, which the chairman of the Municipal Board read into the record on the first day of hearing.

I would think maybe, if the philosophy of government has now changed to the extent that the Municipal Board is merely now an acknowledged arm of the government, that perhaps we should say so in clear and unmistakable language. And perhaps we should tell the people of the municipal board that it is, in fact, so.

It was interesting to read in the paper the other day, Mr. Kennedy's decision on this Toronto project where, in fact, he did accept it in principle. He talked about more parklands, and so on. I wonder what he would have done had he not received the minister's letter.

In other words, the question I'm asking substantially: Is the Ontario Municipal Board to be considered an independent agency, or is it merely an extension of the government's arm? And if it's merely an extension of the government's arm—of which ministry is it an extension? That question is particularly pertinent, because it now is separated from the rest of Municipal Affairs.

I understand, from reading certain press reports, that Mr. Kennedy is anticipating that he might retire in August. I wonder what sort of changes in the functioning of the Municipal Board this might, in fact, indicate. Is the Municipal Board going to take on a new and different role? Is it merely going to be a fact gatherer for the Ministry of Intergovernmental Affairs; and come back to Intergovernmental Affairs? Mr. Kennedy on this point was pretty difficult to deal with. I suppose one had to approach this new change in philosophy gingerly because Mr. Kennedy followed his role as an independent person, entitled to make whatever decisions he saw

fit in light of the evidence before him. And maybe that makes some sense.

But now there has been some kind of a change and it doesn't seem to fit in with companion legislation. Again many of us have been concerned, Madam Chairman, about the multi-duties that the Municipal Board has had. You've taken away from them land compensation. There is another body that deals with that—and we are going to come to that later—and that is good because the volume of work that they were beginning to get was far too much for any board of that type to be able to handle competently.

The problem still exists of the multitude of work that they have to do. I wonder if we are going to look thoroughly at their functions and limit them perhaps to some extent, take some of the functions away and give them to other government bodies.

There is the question of their role in planning and zoning—the extent to which these matters should continue to be conducted on the adversary basis.

A thought that has occurred to me many times—and I've talked about it here on many occasions—is perhaps the kind of advice they should be giving, in addition to listening to the pros and the cons in any particular issue—advice garnered of their own knowledge on the advice of their own expert staff. Is that in anyone's mind?

I think we have come, obviously, to a hiatus period. This is indicated to me by the new allocation of responsibilities and the fact that suddenly, when we look at the Attorney General's estimates, here we have the Ontario Municipal Board and dangling over yonder is still Municipal Affairs. I think that was a bad decision.

Some logic might have seen it is a court. Well, if it is a court then it should have some independence; and it isn't going to have independence; and it isn't going to have independence if a minister has the power to write to the board and give it a statement of principle in advance, by which apparently it is bound.

Perhaps the minister would care to enlighten me on some of those questions?

Hon. Mr. Bales: First of all, you recall in the Speech from the Throne, we made reference to a study of the Ontario Municipal Board. I think it is a particularly appropriate time—not only is there a change in structure

in the government here, but with the impending retirement of the chairman who has served that board now for 16 years, I believe, it is—

Mr. Singer: And very well, I may say. I disagree with him often, but he's been a devoted civil servant and has done a good job.

Hon. Mr. Bales: —and I think a very able man because the board today and the volume of work it deals with is far greater than when he came in years ago.

But I think it is an appropriate time to look at the responsibility it has; the way it deals with matters and so on.

For example, in a very contentious area, planning matters, it was of course, never originally contemplated that they would be doing that kind of thing. The point you raise about whether they are to depend on submissions to them from others or should they have some of their own staff to look at these things is a good question. Not only that, Madam Chairman, for example, the appeal system from the OMB to the minister—

Mr. Singer: Yes, I should have mentioned that.

Hon. Mr. Bales: —is one that concerns me and I think it's time that we looked at it and looked at it very carefully. I can't recall—before I was on the North York council—I think you were then reeve, Mr. Singer—there was an appeal to the cabinet in reference to a rezoning application concerning St. Andrew's golf club.

Mr. Singer: Yes.

Hon. Mr. Bales: —and I think that that was about the first appeal that had been taken to the cabinet as I recall it. It caused so much uncertainty they took it by way of a stated case to the court as to whether cabinet had to hear the actual evidence and deal with the matter again or should they deal with it on a straightforward matter of reports submitted to them. We have gone a long way in these things. The board has, I think, functioned very well but to me it is clearly time to look at its whole responsibilities, the way it does business; its appeal system, and so on, with a view to making substantial changes in accordance with recommendations we have received now. That has to be set up as yet and it shall be shortly.

Mr. Singer: Let me ask you one simple blunt question: Does government regard the

Municipal Board as being an independent group? Or does it regard it as an extension of the arm of some particular department?

Hon. Mr. Bales: In my view it has to be an independent group.

Mr. Singer: Can you justify, then, a memo from the minister which is read at the beginning of an important hearing?

Hon. Mr. Bales: I think you have to take into account government policy. They have to take into account government policy. For example, in that particular matter—granted there were matters of zoning and density of housing and so on—of primary importance in that case was the transportation situation as it affected the province. You are dealing here not only with GO Transit; you are dealing with the whole transit concept for some years to come.

I haven't read the decision that came out at the end of last week but I have read the newspaper and in that he came down on the side of a new type of transit concept for the Metropolitan Toronto area, developing or authorizing the development of a transportation core. It's going to be expensive and it's going to cause substantial but temporary inconvenience, at least, in moving the subway loop substantially farther to the south. It's quite an engineering feat to do this and I'm sure they will overcome it.

In that instance, I think the board had to be made aware of the transit policies of the government because if they weren't, if you didn't give them that knowledge or bring it to their attention and so on, how were the people from the government, the Ministry of Transportation and Communications, for example, appearing before that board, to convey the policies of the government? Certainly, they had substantial information and their evidence was of extreme importance to that hearing. No question about it.

Mr. Singer: You run around in circles though, Mr. Minister. I have the two sheets of the transcript of the first day's hearings up in my office. The letter from Mr. McKeough was reasonably brief and quite to the point. It said, in effect, the government of Ontario likes this project, you just iron out the details. That's a very brief summary of it but that's really what he said. He didn't talk about theories of transportation policies or anything else. In fact, he said to the Municipal Board, "We want you to approve it. You can worry about some of the smaller

details but none of the principle. There's the decision."

Where do you start and where do you end on this? Let's talk for a minute about the police tower. That thing has been back and forth through council and through the Ontario Municipal Board what—half a dozen times?

Hon. Mr. Bales: Not quite that many.

Mr. Singer: It's been kicking around for a long time. If you believe what the Metropolitan Toronto Police Commission is saying, apparently it resulted in the resignation of one of the police commissioners who got so frustrated he said, "I'm not going to take it any longer; I quit."

The communication system of the Metropolitan Toronto police stands in great danger and unless something happens very quickly they are not going to be able to do their policing duties properly. Yet we are having these continuous arguments about whether it should be here or there or somewhere else. There are some people who don't want it in Winston Churchill Park, maybe with good reason. But shouldn't it be a part of government policy, by the same token, if the letter of Mr. McKeough's is justified, to say that we have got to have a police tower, because it is important for the general well-being of the citizens of Metro that police are able to talk to each other by radio?

I don't know where you start and end on this. It was very simple, if you leave it to Mr. Kennedy and his associates, to be independent, recognizing that behind them, if government takes violent exception, government can overrule. But if they are just going to be another arm and you have nice cute little billets-doux come down from time to time where the minister says, do it this way, but figure out the details, then it is a façade to be used sometimes and not to be used at other times.

Hon. Mr. Bales: I think in the example you cite that I can only recall that instance. I don't recall any other instance.

Mr. Singer: That is the only instance where I have been able to see it in writing. I must admit that, being of a somewhat suspicious nature, it occurred to me from time to time that somebody got on the telephone and whispered in somebody's ear that it might be nice if you moved in such and such a direction. I never had anyone admit that, but I suspected it might have happened.

Hon. Mr. Bales: I am not aware of it.

Mr. Singer: I have no personal knowledge of it having happened, but, as I say, being of a suspicious nature, I suspected that it might have. This is the first time it has been in writing. I think the time must now be here to clarify it, since that was done and it was done in writing and it was done in full view of the public and it was announced and it is part of a record, a transcript.

The Municipal Board has a judicial function, or a semi-judicial function, sufficient to warrant its being in the Attorney General's department; then let that be preserved. If it is merely going to be an extension of the arm of Municipal Affairs, then put it back where it belongs and let the Minister of Intergovernmental Affairs accept full responsibility. You are going to get caught very shortly, if this kind of process continues, on justifying what they are doing; because you are not going to be able to justify their independence. By putting it in your department it should be independent. If it is government policy that it not be independent, then put it back into Intergovernmental Affairs and let Mr. McKeough tell them to do what he thinks they should do. Then he'll have to answer for himself.

Hon. Mr. Bales: I agree with you. To me, it is a quasi-judicial body. I have always taken that position on it. We should preserve the independence of that body and that board. It is difficult at times because of the appeal system to cabinet, but this is one of the things that have to be done, and I think a good look at the board at this time is most appropriate.

Mr. Singer: You have mentioned the appeal system. It is a mass of confusion really. The only time that I can recall that the cabinet has exercised its appeal jurisdiction was on Spadina, where it made a very tragic decision. We won't rehash that one. From time to time, it sends things back, as it did with this police tower. It goes through council, through the Municipal Board to cabinet, and they reconsider it, and they come back with the same decision.

Hon. Mr. Bales: There you are caught with the legislation as it stands, because under that neither the Municipal Board nor cabinet can initiate a municipal bylaw. It can only be done by the municipality itself.

Mr. Singer: While you can't initiate, you sure as heck can direct. You can wave the carrot. You can give extra dollars, and you

sure can stop. So, in fact, if you want to flex your muscles, you can do it.

Hon. Mr. Bales: The Municipal Board does it on the basis—and I have seen some of its decisions—if council saw fit to pass a bylaw of this nature, the Ontario Municipal Board would approve it.

Mr. Singer: A rose by any other name.

Hon. Mr. Bales: That is the way they have worked it in the past in a number of instances. The municipality passes the necessary bylaw and it is approved.

Mr. Singer: That is all I have to say about the Municipal Board at the moment.

Madam Chairman: Mr. Good.

Mr. E. R. Good (Waterloo North): Are the review of the OMB and its functions, as announced in the Throne Speech, being carried on now by COGP or who is doing it?

Hon. Mr. Bales: No; it is going to be announced shortly.

Mr. Good: I see. You did mention it briefly, but I didn't understand whether it is going on now or it will be announced shortly.

My own experience is the matter of the appeals to cabinet in our municipalities has been most frustrating to local councils. Since the Spadina decision I presume there has been a great increase in the number of OMB appeals to cabinet.

We had one in my municipality, a \$50,000 curb and gutter job that was approved by the OMB. It was then appealed, a petition filed and appealed to cabinet, which delayed the whole project from last fall until this spring with resulting problems regarding contractual obligations under, you know, estimates or what not. Has there been a tremendous increase in appeals?

Hon. Mr. Bales: No, there hasn't been.

Mr. Good: Not substantially.

Hon. Mr. Bales: There is quite a number of appeals, far more than there ever used to be, but there has been no great increase since a year ago last spring, or a year ago now.

Mr. Good: The other matter; the new direction the OMB is taking under new legislation where one man can not only hear the proceeding, but also render a decision without consultation and without review of the

evidence by other members of the board. What's the advantage?

Hon. Mr. Bales: That's only with the concurrence of the chairman, and he will use it only in certain matters. But it was felt that there are many matters of a relatively routine nature where the work of the board could be considerably speeded up by having that kind of an arrangement. This was dealt with by Mr. McRuer, for example, in his report, and we felt that in certain cases it would be much better to have three members sitting on some matters of not only import—all these matters are important—but you know, complexity. And on other matters of a routine nature they should have the authority to have only one person.

It has always seemed to me to be something of an anomaly that one man could preside and hear the evidence, and then he went back and discussed it with other members who did not hear the evidence themselves, but were merely there to read it.

Mr. Good: Did they not hear a transcript of it? They would hear a transcript of it.

Hon. Mr. Bales: They had a transcript and then they discussed the matter, they could then—

Mr. Singer: A transcript isn't necessarily prepared; it may be recorded, but not typed up.

Hon. Mr. Bales: That's right. But the person did not hear the evidence in a lot of those cases and I think that I would prefer a decision from a person who heard it and let it go at that.

Madam Chairman: Thank you, Mr. Good. Mr. Lawlor.

Mr. Lawlor: About the independence of the OMB, I agree with the minister on it, and would hope that as the legislation emerges, the greatest possible amplitude is preserved.

As I understand the situation there at the present time, it is not quite, by no means really, independent at all. It leaves itself at the best to have some kind of control and exalted function over the municipalities in parity with that of, say, the Department of Municipal Affairs, vis-à-vis the municipality. And that's as far as it goes. But as far as other provincial departments and agencies are concerned, it feels subservient to those agencies. But then if you produce at the Municipal Board a representative, say, from Municipal Affairs, or from the Environment

department; they come and make an explicit statement of government policy in some regard; the Municipal Board feels bound; it has foreclosed; the whole issue in discussion is down the drain. They will not challenge or they will not move against determined government policy as it is presented to them at the board.

Of course I found it a little frustrating in this regard because I didn't agree with the government policy. It wasn't far-ranging enough. I thought the board would be an excellent forum from which to give the true merits and facts of the situation as you would in a courtroom, but that was not the case. I would hope that you might envisage it as having a greater amplitude of powers in this regard and greater independence than is presently enjoyed.

Now, the independence. Mr. Kennedy always says the first three letters begin to spell ombudsman. He recently made a declaration, as he reaches his retirement, as to what he thought—the over-ranging. It was a kind of message to the ministers and to the government involved, I took it this way anyhow, as to what the ongoing life of that board really ought to be in the future. I agree with him profoundly in this respect. A board that can dwell over the ramifications of the Toronto-centred region plan and emerge having the goodwill and the congratulations of both sides is a board of considerable merit and considerable potency.

In some ways, I think Kennedy's a genius to be able to come out with these decisions which do have sufficient intelligence inserted into them and point out the weaknesses on both sides, to balance it out. Mr. Kennedy himself, I sometimes think appearing before him, does consider himself a judge or aspires to judgeship. He has something of this air and it lends a lordliness and a quality to the board. I have never found the man very difficult except when he had to contend with counsel, of course, who were completely benighted, which most developers' counsel are, as far as I'm concerned. With this in mind he simply puts them in their place rather rapidly.

He knows where the buck is and he knows that the individual must be protected in this regard. He also has the feeling—and this is a lamentable situation; this is what you're trying to balance out as you formulate your policy—he knows that, lamentable as it may be, protection is necessary against numerous municipal councils, as things presently stand. They may bewail; they may wring their hands;

they may gnash their teeth; throw all kinds of nasty remarks his way, but that's beside the point.

The very fact is that he has to stand between the elected representatives at this level of the people and the community groups of all kinds, and has been forthrightly doing it now for a period of 15 or 16 years. It will be one of the saddest days in the life of the province the day that Kennedy pulls out of there.

I see no one of eminence and so on, coming up over the horizon who has half his acumen; half his ability to grasp the chief points in argument; to see immediately, without a lot of malarkey, what the exact point at issue is. He's there well ahead of counsel, almost invariably, and I think he's just beginning to reach the fullness of his powers. If you can keep Kennedy on, it's my suggestion that by all means you do so, because the next board is quite likely to be far more crabbed, narrow, arbitrary, and circumscribing its own role to an extent that this man has been able to overcome. On the whole, you really can't fault the operations, by and large, that he's performed however aggravating it may be to people in the municipal field.

One of the things that should be mentioned to you and I think you'll probably alter this—at least it's an arguable proposition—it seems somehow wrong that every rezoning application that goes through a municipality, even if it's only opposed by a single individual, nevertheless must go before the board from the municipal council for hearing. Some kind of restriction should be placed on that because of the work and the enormous range of disciplines and problems that the board is being forced to contend with, which force them into the position of having single people sit and come back and communicate with the others.

They handle everything from ditches and the Drainage Act, to the whole area of municipal financing. I would think you would hew out of that any number of minor matters which are not relevant. The chief point of overseeing the work of municipal councils, with respect to major matters of development in communities should be certainly plenteously left to reside in that board. It is the chief instrument, as all the community groups—from CORRA, right through this city—will abundantly tell you. If you move in on the board, try to cut into its powers and scope, then I'm sure you are

going to have huge public outcry on your hands.

So, I would hope that that is not part of the general scheme in your mind. Well, those are the basic thoughts I have on that board.

Mr. Singer: Mr. Lawlor has stirred me into action again.

Madam Chairman: Mr. MacBeth is ahead of you, Mr. Singer.

Mr. Singer: Pardon?

Madam Chairman: Mr. MacBeth is my next speaker.

Mr. Lawlor: I hope I've stirred Mr. MacBeth a bit.

Mr. McBeth: Well, I've listened to what Mr. Singer and Mr. Lawlor have said, Madam Chairman, and as you know I've had some rather outspoken things to say in times past about the Ontario Municipal Board. My chief objections have been to the fact that it makes political decisions.

Mr. Lawlor: It what?

Mr. MacBeth: It makes political decisions.

Mr. Haggerty: That's a pretty strong statement to make.

Mr. MacBeth: I'm sorry that Mr. Lawlor feels that the elected representatives need somebody between them and the people.

Mr. Lawlor: I think that's pretty obvious.

Mr. MacBeth: Well, I don't agree with it. If that is the case, then maybe the fault lies with the people for electing the kind of representatives at all levels, Mr. Lawlor, that they do. I think it's too bad when we feel that we need a body of this sort to protect the people from their own elected representatives; and I don't take that stand. I think sometimes when you set up a body, such as the OMB, there may be a tendency on the part of councils to say: Well, they have got the last say anyway; and to slough off some of the responsibility they might otherwise be quite ready and prepared to meet; facing the people head on.

I think maybe this two-year term will help what some people refer to as "developers' councils." I think going to a two-year term may help in that regard. But mainly my chief objection is that they have, in times past, made political decisions. Now, as long as they are making judicial decisions, I think

they need their independence. But if they start making political decisions, then I think the municipal government at our level—at the provincial level—that is, somebody representing Municipal Affairs must be prepared to redirect them; if they are going to make political decisions.

Mr. Lawlor: That's a darn hard line to draw.

Mr. MacBeth: Well, I know it is.

Mr. Singer: You can't have it both ways.

Mr. MacBeth: The other objection I have, apart from the political decisions, is the technicality of it's procedures. I think over the years some of the procedures—again, that Mr. Lawlor was objecting to—whereby one objection requires having to review the whole case; I'm not so sure that that's not a procedure they themselves have brought in. I think they have tended over the years to build up quite a technical procedure that adds costs to the public, both from the point of view of money and from the point of view of time.

So I'd like to see more supervised procedures and to try and separate their responsibilities in the political field from that of purely interpreting the laws. But I'm content, Madam Chairman, to wait for the review, which I hope will come along shortly.

Madam Chairman: Thank you, Mr. Singer.

Mr. Singer: Picking up, Mr. MacBeth said one of the things that I was going to dwell on. I wonder about the extent of responsibility of municipal councils. I don't know what gives us here in Queen's Park greater wisdom, on all occasions, than that of the local councils. After all, they are elected and they are expected to make decisions; and their voters can deal with them in whatever appropriate manner the voters want to deal with them at a later time.

It puzzles me. We were going through a massive municipal reorganization in the province. There are regional governments and hopefully more sophisticated governments; hopefully more efficient civil servants. Hopefully these new municipalities are going to be able to attract better qualified people in the planning fields, the finance fields and so on.

What possible sense does it make, Mr. Minister, that Metropolitan Toronto—with a budget larger than that of seven provinces—has to go before the municipal board and get approval of its capital expenditures? What possible sense does that make? It grew out

of the depression days when 90 per cent of our municipalities were unable to meet their obligations and so on. But surely today, when we have a municipal government looking after two or two-and-a-quarter million people, one must have sufficient faith in the people who are charged with that responsibility to allow them to make their own financial decisions.

There's no reason that I can see why Mr. Kennedy, or one or two of his associates, should sit and say: "No, you can't do that, but you can do that"; or that, "The ratio is such and such." Surely those people—and the same is going to apply in Ottawa and London, and wherever else we're going to have these regional governments—surely those people must be charged with the responsibility of looking after their taxpayers' money with the best of wisdom. And if their taxpayers don't like it, then the taxpayers can do something about it the same as they can do something about those of us who are here, and that was the crutch on which they got into Spadina. It was on the basis of a review of capital expenditures.

Hon. Mr. Bales: Really that is the basis of the development—

Mr. Singer: No.

Hon. Mr. Bales —of the powers of the Ontario Municipal Board with—

Mr. Singer: What I'm asking now is—has the time not come to wonder about whether that should continue? If they are a planning review board, that is fine.

If they are a financial review board, I wonder about the necessity for them—particularly in the larger and more sophisticated municipalities. They don't have to my mind, the intelligence that a man like Mr. Lascelles had in municipal financing. They don't have it available. Lascelles was a municipal financing genius; he ran the financial affairs of Metropolitan Toronto in an outstanding way and I would presume his successors are equally talented—I haven't got that close an association with them. But I did have a close association with Mr. Lascelles.

Now wasn't it ludicrous to have those people on the Municipal Board sitting in review of Lascelles' financial advice? It makes no sense at all. And then what follows from it is that they use that as a crutch to get into all these other things.

Let's go back just for a moment to the whole business of independence. If you believe that they should be independent, why

don't you give them security of tenure to make them truly independent so that when they want to thumb their nose at the government they will have the power to? You can't have them really independent until you give them security of tenure. If they are appointed at pleasure, as they now are, then you can get rid of them tomorrow morning—and one or two you have sort of eased out the door in the past; no point in mentioning who they might be.

If they have no security of tenure they can't be independent because if they make a decision that flies in the face of what appears to be government policy and they are appointed at pleasure, out they go. You can't have it both ways. I think you are trying to and without some clear definition as to what their future function is going to be, well, the whole thing is silly. They are independent when you want them to be—except that they are reflecting government policy.

Mr. Good: And members of staff when you want them to be.

Madam Chairman: Is there anything further on this item? Does 1008 carry?

Vote 1008 agreed to.

On vote 1009:

Madam Chairman: On 1009, assessment review court programme. **Mr. Good.**

Mr. Good: Madam Chairman, on the assessment review court programme, it's perhaps significant that this, too, has been taken into the Department of the Attorney General. Perhaps he will remember a year ago I made quite a lengthy presentation in the Legislature when the minister was Minister of Municipal Affairs. And my fears at that time were that the assessment review court was being changed into a very judicial body so that no one would be able to appear before it without a half a dozen lawyers and—

Hon. Mr. Bales: I don't think that's so.

Mr. Good: Appraisers and what not. And now, of course, that this has been brought into the Ministry of the Attorney General, I suppose that people will feel that more so than previously.

Hon. Mr. Bales: I don't think they will when they've watched the procedures before that board. It's been kept an informal type of arrangement so that the individual feels perfectly free to go before that board and to—

Mr. Haggerty: Are you sure about that?

Hon. Mr. Bales: Yes.

Mr. Good: One wonders. Now, the work of the assessment review court would appear to me to be very limited—at least until the 1974 assessment comes out for 1975 taxation, at which time I'm sure there will be a tremendous increase of appeals before the assessment review court.

The first year, I'm sure, after the market value assessment is completed, there will really be no basis on which one can legitimately launch an appeal because a person really won't know how his assessment is going to affect his taxation until after the mill rate has been set the following year. So, it really won't be until 1975 until the full importance of this assessment review court is felt by the people.

One thing that disturbed a lot of people already is the fact that, for instance, last year in my own area, with the assessment bill came the notice that if you wanted to appeal this assessment you should write to the regional director in Cayuga. People in Waterloo can't get over the idea that, in the space of two years, from launching an appeal in your local assessment office, you now have to appeal your assessment away down to a place in Cayuga where the regional director lives, I presume, or has an office. He, in turn, then brings it back to the regional office in Galt for hearing.

I think it wasn't until the end of March of this year that last year's appeals were held. It was predicted that there would be a considerable amount of delay in getting this estimate review court into the various areas and I suppose they won't meet more than once or twice a year in each area.

The matter which I would like to ask the minister, Madam Chairman, is one that I talked about last year.

Hon. Mr. Bales: Madam Chairman, before the member leaves this matter, he might be interested in the total number of sittings by that assessment review court in 1970-1971. There were a total in 1970 of 3,059 sittings and, in that year, they dealt with 176,000 appeals. Last year, there were 2,340 sittings and they dealt with 168,000 appeals. It has to be a pretty informal and flexible arrangement to process that many and let the individual come before it—

Mr. Haggerty: It sounds like next, next and next—

Hon. Mr. Bales: It isn't highly ritualistic and fully legalistic with lots of rules and regulations and so forth. They are doing the work and I think they are doing it very well.

The member mentioned a problem in reference to the Kitchener-Waterloo area and I am very familiar with that. We are changing, or working on a change, in the boundaries of certain areas because western Ontario is a difficult area. You will find shortly that there is some change in that whole situation involving the Kitchener-Waterloo section.

Mr. Good: Better service for that area?

Hon. Mr. Bales: That is right:

Mr. Good: I am wondering if the minister really did take a look at the situation I offered last year. It is in Hansard dated June 22. This would cut down, perhaps greatly, on the number of cases being heard by the assessment review court.

That was a matter of the municipal treasurer wanting to give write-offs and refunds and cancellations of business assessment back to people who, maybe, had gone out of business, had been overcharged, or where there had been a mistake. These matters had always been dealt with previously whereby the treasurer of a municipality could act for the appellant and go to the court of revision and say: "Well, Joe went out of business six weeks ago but he paid his business tax for the whole year. We feel that we want to give a cheque back to him as quickly as possible."

Now he has to wait until the next sitting of the assessment review court. The assessment department can put him on the roll. The treasurer can collect the taxes from him but when he goes out of business you have to wait for the formality of an assessment review court before they can deal with these write-offs, refunds and cancellations.

At that time the minister assured me that he would look into it and see if this system couldn't be simplified. I've spoken to various municipal treasurers, and they feel that what I said at that time would certainly simplify the whole procedure for this relatively simple and unimportant—well, not unimportant—but very simple procedure of giving some money back to people who had been overcharged.

Hon. Mr. Bales: If you had looked at certain legislation that is either in, or will be in, you may see that your words were taken seriously.

Mr. Good: Is that a fact?

Hon. Mr. Bales: Mind you, there are certain aspects of it that I'm not familiar with, about write-offs and so forth which are better not in the hands of the local councils. There are different views on that.

Mr. Good: But they put them on. They notified the assessment people when a fellow does start in business. They put him on the tax roll. And the procedure that they have to go through to get them off—the poor guy gets a notice maybe six months later that he is to appear before an assessment review court and he wonders what on earth this is all about. Then he suddenly decides: "Oh yes, I guess I have some business tax coming back to me."

But you are making some legislation changes to accommodate certain aspects of this? I am glad to hear that because I think it was something that was a bone of contention, I believe, to many of the municipal treasurers in that they thought they were wasting a lot of time in unnecessary formalized procedures just to clear their books of some of these things.

The matter of school support as far as the assessments go is now being handled by the municipal clerks under the new Act, so the assessment review court will be dealing only in the evaluation of assessment from now on after the new Municipal Election Act comes into effect.

Well, that will cut down, I suppose, considerably too, on the number of hearings, will it? Or would none of those?

Hon. Mr. Bales: Yes, but you can appreciate that there are going to be a great many matters before the assessment review court in the coming years.

Mr. Good: Yes, I am sure there will be.

Madam Chairman: Thank you, Mr. Good.

Shall 1009 carry?

Mr. Singer: No. We get back to the Municipal Board on 1009 again because the Municipal Board is a review of assessments.

Hon. Mr. Bales: One stage.

Mr. Singer: Yes. We have also got a county court judge in there. Is he above or below? It goes to the county court judge and then the Municipal Board?

Hon. Mr. Bales: That is right. It is rather interesting. It goes from one to the judiciary and then back to the other board.

Mr. Singer: Well, it is a rather weird system. I don't know what the genesis of that is either; why the board sits in review of a county court judge.

Hon. Mr. Bales: I thought it interesting, too. Until last year I hadn't come face to face with this weird law.

Mr. Singer: And certainly in that aspect the Municipal Board, for whatever it's worth, is acting judicially.

Hon. Mr. Bales: Acting as an appeal court isn't it?

Mr. Singer: Yes, and that is a rather interesting anomaly that you have laymen sitting in review over judges.

Mr. Good: Yes, but they are mostly lawyers. In fact, Mr. Kennedy said if he had his way he would have all lawyers when I argued with him why he had so many lawyers on the OMB.

Mr. Singer: There are several who are not lawyers on that board.

Mr. Good: But there are too many who are, in my view.

Hon. Mr. Bales: There is an engineer.

Mr. Singer: Mr. Smith is an engineer, very competent.

Hon. Mr. Bales: Chartered accountants.

Mr. Singer: There are several who are not lawyers on that board.

Mr. Good: Only the one planner?

Mr. Singer: I think if you get assessment reduced to a judicial system and it is; it's an interpretation of what is in the statute—your first stage being the assessment review court—you have got to have a serious look at this and also insofar as what the function of the Municipal Board is going to be.

I have grave doubts in my mind as to the wisdom of having them sit as the final court of appeal on assessment, particularly sitting with the purview of judgement.

Hon. Mr. Bales: Beyond the judiciary?

Mr. Singer: Yes. That is all I wanted to say.

Madam Chairman: Vote 1009 carried?

Vote 1009 agreed to.

On vote 1010:

Madam Chairman: We have three items. On the first, under expropriation and land compensation programme, we have expropriation investigations. Are there any questions or shall this carry?

Mr. Singer: I think, Madam Chairman, on this one, since it is an ongoing process, there would be considerable advantage in doing it all together.

I wanted to ask what are these investigations?

Hon. Mr. Bales: That very important provision within the Expropriations Act as to whether this is the right way—

Mr. Singer: But the Land Compensation Board doesn't investigate necessity?

Madam Chairman: That is under item 3.

Mr. Singer: No, it is not.

Madam Chairman: Yes, Land Compensation Board comes under item 3.

Mr. Singer: The whole thing is Land Compensation Board.

Madam Chairman: I am sorry—

Mr. Lawlor: Madam Chairman, it should be handled as a single unit really; it is all tied in.

Madam Chairman: Do you want to take it as a single unit? All right.

Mr. Singer: Yes. That is what I suggested. What are those investigations? If it relates to necessity, the Land Compensation Board doesn't investigate necessity?

Hon. Mr. Bales: No, it doesn't. It is done by the inquiry officers.

Mr. Singer: Oh, these are salaries for the inquiry officers who report to a variety of people who have the right to make the final determination, are they?

Hon. Mr. Bales: Yes, sorry, it is money for that. The function of the inquiry officers is related to section 7 of the Expropriations Act, which says:

The chief inquiry officer shall have general supervision [and so on]. The hearing shall be by means of an inquiry conducted by an inquiry officer who shall inquire as to whether the taking of land, or any part of the lands, of one owner or more than one owner of the same lands is fair, sound,

and reasonably necessary in the achieving of the objective.

Mr. Singer: Yes, I'm familiar with that. But whose employees are these people?

Mr. Callaghan: They aren't employees. They're people around the province who are appointed by the Attorney General to conduct inquiries from time to time. They're paid fees, depending on the nature of what they do; they're paid a preparation fee, a hearing fee and a report fee.

This estimate is a figure taken at large. It's a nominal figure; we don't know exactly how many inquiries there will be during a year. Last year we spent \$35,000 on inquiries. The \$25,000 is an estimate as to the amount we will require this year to pay the fees; it may go beyond that. Last year there were 52 investigations; we don't know how many there'll be this year.

Mr. Haggerty: Are there three members on an inquiry?

Mr. Callaghan: No, one man conducts the inquiry.

Mr. Haggerty: One man? I thought there were three. No?

Mr. Callaghan: That's the board.

Mr. Haggerty: The Land Compensation Board?

Mr. Callaghan: This is not that board. It comes up under the Expropriations Act, but it's the inquiry into the necessity for taking the property.

Mr. Haggerty: Is this the one that goes out into an area, looks the site over and then comes back in, sits down with the persons involved?

Mr. Singer: No, no. That's the next one, the conciliation.

Mr. Callaghan: No, no. The conciliation man sits down after they've had their inquiry of necessity and tries to negotiate a settlement between the parties.

Hon. Mr. Bales: It's an entirely different plan, relating to what they're to be paid.

Mr. Callaghan: This man merely decides whether or not it's necessary to take this property on expropriation.

Mr. Singer: And he makes his report to the Minister of Colleges and Universities or what have you?

Mr. Callaghan: The expropriating authority, yes.

Hon. Mr. Bales: That's right. To the authority itself.

Mr. Singer: To the expropriator.

Hon. Mr. Bales: To the authority itself. Not to me.

Mr. Haggerty: Is there a copy of that report sent back to the person involved on land expropriation and whose property is being taken? If not, why not?

Hon. Mr. Bales: Yes. I am assuming, but I'm sure that it is—it's available to him.

Mr. Haggerty: It's available?

Hon. Mr. Bales: Yes.

Mr. Haggerty: How do you get it?

Hon. Mr. Bales: I think it's sent to them. But let me look at the Act.

I relate back to municipal times when staff people, with the best of intentions, came to you and told you, "We must expropriate this land and it must go right through this particular route, spot and so on." This is somebody outside taking a look and seeing if this is the most practical feasible way or if there is any alternative?

Mr. Haggerty: Well, what happens once the highway or the development goes through a person's property and the settlement still hasn't been made?

Hon. Mr. Bales: We are not talking about the settlement. We're talking about, first of all, the right of that person to challenge the necessity of going that particular route. If there's an objection, it can be determined first. And afterward we deal with matters of value and so on in the actual taking. But the inquiry officer looks into it, separately and independently from the expropriating authority.

Mr. Lawlor: That's a very narrow discretion. You can't question the scheme itself; you can only question whether your land, of necessity, should be taken.

Mr. Singer: You can question the scheme.

Mr. Lawlor: No, you can't—not at that stage. It's excluded under the Act.

Mr. Singer: I quarrel with that.

Mr. Lawlor: Are you going to raise the Caesar's wife business?

Mr. Singer: Yes.

Madam Chairman: Mr. Singer, would you like to continue?

Mr. Singer: Yes. As this new Act went through, I took exception then, and I continue to take exception, to the fact that the decision as to the wisdom of the expropriation lies, in most cases, with the expropriating body. There is no independent review on this. If Transportation and Communications decides to expropriate and there is a hearing of necessity, the Minister of Transportation and Communications eventually makes the decision. If municipal councils do it, it's the same sort of thing. You have Caesar's wife sitting in review on Caesar.

Mr. Lawlor: All the educational facilities do the same thing.

Mr. Singer: And if the wisdom of the expropriation is going to be brought into question, or if there is a vehicle whereby it might be brought into question, does it really make any sense that the people who order the expropriation in the first place sit in review on themselves?

Hon. Mr. Bales: You're talking about section 8 of the Act now.

Mr. Singer: Yes. For which these expropriation investigations are made, is that not right? For determination under section 8?

Hon. Mr. Bales: Well, if that's where the approving authority shall consider the report of the inquiry officer.

Mr. Singer: Yes. The inquiry officer goes and makes a report and sends it back to the fellow who expropriated it in the first place, who looks at the report, and if his mind is sufficiently made up he's going to say, "that's a very interesting report; we're still going to expropriate."

Hon. Mr. Bales: But the approving authority has to give reasons for its decision—

Mr. Singer: Well, the reasons, I would suspect, could be, "In our opinion, this is the best way to do it," or, "It's public necessity that it be done in this way."

Hon. Mr. Bales: —and that has to be served upon the parties within 90 days after—

Mr. Singer: Well, all right. You get a piece of paper with standard reasons—which really don't mean very much—saying, "Our

discretion is our discretion and that's why we're going to do it."

Mr. Lawlor: But the approving authority were the ones who started the whole thing in the first place. They have their reasons.

Mr. Singer: This was done in England and the same criticism was levied at some length in England. I don't know whether they've ever departed from it. But again, if you're going through the façade of apparently having an argument about necessity, wouldn't one give a better impression to those who are worried about the necessity, if the people who made the original decision don't sit in review on their own decision?

Hon. Mr. Bales: We're not advocating ways and means of reviewing it beyond that, but we think that there are.

Mr. Singer: Of necessity?

Hon. Mr. Bales: You have provoked certain thoughts and discussions among us here.

Mr. Singer: Those of us who argued on this bill as it went through committee made quite a point of this.

Hon. Mr. Bales: But there have been some other things since then, you see?

Mr. Singer: Pardon?

Hon. Mr. Bales: There have been other bills since then. I question the judicial—

Mr. Lawlor: That principle hasn't been altered.

Hon. Mr. Bales: —review, statutory powers procedures.

Mr. Singer: Oh, judicial review—only if there is some legal fault; if somebody hasn't served a notice within the right time.

Mr. Callaghan: If a decision is being made in the face of no evidence, it may well be that you could put that before the court and they could quash that.

Mr. Singer: But a careful expropriating authority—Let's go back to Transportation and Communications; I'm quite sure they will produce umpteen engineers who will say, "The only place to build that road is where we say it should be built—"

Mr. Callaghan: Well, I wouldn't—

Mr. Singer: —and here are our maps and here are our engineering designs and unless

we build it there, the whole province is going to come to a halt." So that will be the evidence. But to argue the wisdom of it, to have it reviewed over by Transportation and Communications, leaves me a little sceptical.

Mr. Lawlor: There's all that—

Mr. Singer: They're far too experienced not to come before any kind of a review officer without having with them ample engineers and reports and drawings and so on.

Mr. Lawlor: The review powers of the superior tribunals, if any modicum or simulacrum of evidence is given—never mind good reasons—then they won't go behind it. This is the general rule in law.

Madam Chairman: Mr. Lawlor is the next speaker. Is it all right for him to continue?

Mr. Singer: Well, that was all I wanted on that particular point. I had one more point that—

Madam Chairman: I beg your pardon. I'm sorry.

Mr. Singer: —deals with the second thing particularly. I'd like to know what your figures are about these conciliations—the so-called "kitchen-table" conferences? Certainly it has been my experience in any expropriation where very much is involved, that that conciliation procedure is a thorough-going waste of time. Because what happens is that if, in fact, it does go on—though there is power to waive it—the expropriating authority comes in with its value and the landowner comes in with his value, and the fellow in the middle, in the centre of the kitchen table, says, "Can't we compromise, like split it down the middle?" and they go off on their merry ways and wait for an eventual unification. It may be of some help where comparatively small amounts of property or small amounts of dollars are involved, but I've been sceptical about that since it started and I still don't see what use it is.

Hon. Mr. Bales: I've got statistics here for the period 1971.

Mr. Singer: Yes.

Hon. Mr. Bales: The number of applications came to 237 in that period of time. The largest, of course, by far, was in reference to Highways.

Mr. Singer: Yes, where they take a little tiny piece of land usually.

Hon. Mr. Bales: Probably.

Mr. Singer: You haven't got any statistics about amounts involved or quantities of land?

Hon. Mr. Bales: No. No, I don't have that. I can tell you that the number of settlements prior to the meetings was 48, settlements assisted by the board's recommendations following the meeting, three. That is in only a half-year period.

Mr. Singer: You got 50 out of 200?

Hon. Mr. Bales: Yes.

Mr. Singer: That is 25 per cent. I suspect that—

Hon. Mr. Bales: It's only about half a year. There was a substantial number—and this is a half-year only; the first half of the year.

Mr. Singer: Yes, but your figure was 200. Over the whole year? I am sorry.

Hon. Mr. Bales: There were 237 applications for the whole year and in half the year 140 were dealt with in some stage—

Mr. Singer: Yes.

Hon. Mr. Bales: —because some of them at the end of the half-year were still negotiating acceptance. There was a number to be reported, etc. There is no amount here as to what kind of figures they arrived at.

Mr. Singer: Wouldn't it be salutary to get that kind of statistic because I think we are wasting time on that particular effort? It may be, as a result of a lot of things that have happened, that the expropriating authorities are making more realistic offers and there can be settlements. I wonder about the value of setting up a whole conciliation procedure that, by and large, in my experience at least, is so little used and has really so little effect on the eventual solution of these problems.

Hon. Mr. Bales: According to the statistics they have given us here, it would appear that of those in that first half-year about 64 per cent were aided by the board to reach a settlement.

Mr. Singer: The word "aided" is an interesting word, too I suppose if there has been a conciliation board and the landowner and the authority eventually come to a conclusion, the board can say, "We aided."

Hon. Mr. Bales: You can make—

Mr. Singer: Now, “aided” is a pretty loose kind of a word—

Hon. Mr. Bales: Right.

Mr. Singer: —and you are really not going to be able to evaluate that property until you see how many dollars they were talking about and how large were the pieces of land they—

Hon. Mr. Bales: What was the original claim, both the offer and claim, and where they ended up?

Mr. Singer: Yes. By way of final remark on that, I think it would be worthwhile getting some detailed information because I don't believe this procedure is performing a useful function.

Madam Chairman: Thank you, Mr. Singer. Mr. Lawlor?

Mr. Lawlor: In order to get us out of here I shall say two things very quickly and very briefly. I disagree with Mr. Singer on the “kitchen table” conferences; I've had some experience on it.

Interjection by an hon. member.

Mr. Lawlor: No, it won't. I am sure that he will truncate himself. I know of one instance recently where an excellent accommodation was reached. It went from \$23,000 to \$41,000 in 2½ hours. The lawyer left the thing with reasonable fees without even reaching that figure. Now, when you can do that, there is some high—

Mr. Singer: He did that on his bargaining? I think I know the case you are discussing.

Mr. Lawlor: Yes, he did it on his bargaining.

Mr. Singer: But he didn't do it as a result of the conciliation procedure.

Mr. Lawlor: Yes, he did. It was a “kitchen-table” conference—literally at the kitchen table.

Madam Chairman: Mr. Singer, Mr. Lawlor has the floor.

Mr. Lawlor: Darn right. They sat there—

Mr. Singer: Was an official there?

Mr. Lawlor: That's right. They had tea and crumpets, and every time they got a higher figure, they had more tea.

Mr. Singer: I understood from him he was just bargaining with the landlady.

Mr. Lawlor: No.

Mr. E. J. Bounsall (Windsor West): What was in the tea?

Mr. Lawlor: It was a governmental emissary. That's what I understood. Let's not mention names.

As far as the settlements are concerned I think your danger is really the opposite way. With the legislation we passed setting up market values and making compensations for moving, etc., the danger now is that the public purse could be mulcted up to a point. I would have you watch that very carefully as to what kind of conciliations and what kind of final figures are coming out of those settlements.

For instance, just one word, Hydro. Lawyers love to deal with Hydro. They'll give you anything you want as long as you give them the land.

That's all I have to say right now.

Madam Chairman: Thank you, Mr. Lawlor. Shall vote 1010 carry.

Vote 1010 agreed to.

Madam Chairman: This concludes the estimates of the Ministry of the Attorney General.

Before we recess we will be reconvening at 8 o'clock and I would ask members of the committee to be prompt please so that we can have a quorum and get started.

We'll have Management Board this evening.

It being 6 o'clock, p.m., the committee took recess.

CONTENTS

Monday, June 26, 1972

Courts administration programme, concluded	S-1565
Guardian and trustee services programme	S-1571
Law research and development programme	S-1573
Ontario Municipal Board programme	S-1582
Assessment review court programme	S-1589
Expropriation and land compensation	S-1591
Recess	S-1595



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Management Board;
and Civil Service Commission

Chairman: Mrs. M. Scrivener

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Monday, June 26, 1972

Evening Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

MONDAY, JUNE 26, 1972

The committee resumed at 8:05 o'clock, p.m.

ESTIMATES, MANAGEMENT BOARD OF CABINET

On vote 401:

Madam Chairman: Mr. Minister and gentlemen, now that we have a quorum, I think we can commence the hearings for the estimates of Management Board, which you will find on page 26 in your budget book, commencing with vote 401.

I would remind you that the procedure we have been following is that, except in special instances, we take each vote item by item, speak to each item once; and thereafter ask supplementary questions. This evening, as you know, we will be having a late sitting so if by any chance we conclude Management Board, we can then proceed into hearings for the civil service.

The substitutions I have are Mr. Lawlor for Mr. Cassidy, Mr. Deans for Mr. Martel, Mr. Nixon for Mr. Worton. Mr. MacNaughton tells me that he is going to dispense with an opening statement in the formal sense but that he may have a few words for you; and then we can go to the statements from the other parties. Mr. MacNaughton.

Hon. C. S. MacNaughton (Chairman of Management Board of Cabinet): Madam Chairman, I only wanted to say what you have already said, that if time and circumstances permit and because the limitation of time has been suspended, as I understand it in the House, then that must apply to committee. If the time and circumstances do permit, we would like to get on with the estimates of the civil service as well. They will follow these estimates in any case so it depends on how the estimates progress.

Mr. I. Deans (Wentworth): Mr. Minister, may I ask you—I assumed because of the changeover that we were going to deal with them all in any event at the same time;

that we were just going to proceed right through as if they were another vote added to the end of this?

Hon. Mr. MacNaughton: Well, they are separate estimates actually.

Mr. Deans: I realize that.

Hon. Mr. MacNaughton: It doesn't really matter how as long as they flow one from the other; and if we can accomplish it, so much the better.

Mr. Deans: It saves two opening statements.

Hon. Mr. MacNaughton: Yes, indeed it does; but there are no opening statements that I need to make other than to say, of course, that COGP, which is near the completion of its work, will be dealt with in these estimates. So that, Madam Chairman, is appropriate to discuss tonight, because the estimates are provided here. I have no opening statements to make. I wouldn't know how you go about making an opening statement on estimates of this kind anyway.

Mr. P. D. Lawlor (Lakeshore): That is a very horrible statement.

Hon. Mr. MacNaughton: Sure it is; let it flow just as it comes.

Madam Chairman: Right. Mr. Nixon, please.

Mr. R. F. Nixon (Leader of the Opposition): Madam Chairman, I have some remarks I want to make that you might call an opening statement, if you choose, or they could be made on the various votes.

I want first to talk about the formulation of the estimates themselves. It appears to me that a substantial effort has been made by somebody to improve the formulation of the estimates so that the members on all sides could perhaps have a more coherent debate on the matters as they arise. I feel that the effort has been a failure in a number of specific respects.

The good news first—I appreciate the fact that those people assisting the Management

Board in preparing the estimates have followed the advice and the requests of the public accounts committee as far as possible. In each of the items they have gone out of their way to list the salaries, the benefits, the transportation, the services, the supplies and equipment, which is much appreciated. Although as we leaf through the many pages of the estimates and see those items repeated on each vote, its meaning somehow deteriorates a bit when we think of the more specific information by way of a description of the programmes that might have been of greater assistance.

I call your attention, for example, to the estimates of the Ministry of Health which was just one example that I marked down for myself to remember when this occasion came up. In the first vote alone, 2301, \$68 million—more than that—is appropriated in a single vote. It's true, it is divided into items but even the items—for example, under main office, there is the vote for the Alcoholism and Drug Addiction Research Foundation which I point out to you is misnamed in the estimates. It is not called that any more and hasn't been for more than a year. It is the Addiction Research Foundation. But is included, as well as an item for \$46 million for the health resources development plan. It occurred to me that this was a specific example of one of the criticisms that had occurred to me in the formulation of the estimates.

I feel that they should have been well separated with perhaps some additional information associated with each one. Certainly, for ARF we might well have had further information on salaries, the staff complement and certain other specific aspects. And, in an entirely separate vote, rather than included in item 1 of vote 2301, something on the health resources development plan for \$46 million which is, of course, one of the major programmes of co-operation between the government of Ontario and the government of Canada.

I don't want to dwell on this. I want to really thank the people in the Management Board for, at least, an attempt to expand the estimates. I still think that the estimates book should contain a great deal more information as to the organization of the various branches of government and its various programmes. I say that because having gone through a number of the estimates, I felt that the information was not as sufficient as we might expect it to be and I think it should be in the future.

The second thing I want to mention is the problem that the Management Board, I believe, has to come to grips with, having to do with the year-ending expenditures in every ministry, every branch of government. While this is essentially the responsibility of the Provincial Auditor, and one that will be reported on by the public accounts committee, I think, on Wednesday of this week or sometime this week, while it may be the subject for debate in the House and some criticism of the audit staff, still the Management Board is the group that has got to come up with some solutions.

Frankly, I can't help having a certain amount of sympathy with any comptroller in a branch or a department, who has to make the budget come out at the end of the year with the programmes having been paid for. No minister wants any substantial sum of money to revert to the consolidated revenue fund. If, in fact, his estimates were carefully arrived at, probably pared down by the Management Board, or in this case, its precursor, the Treasury Board—and he would probably have protested that he was cut to the bone, and well into the bone—he would, surely, if he was a conscientious minister, expect his people to spend the money that was voted for the programmes that he was prepared to fight for before the Treasury Board.

The records that have come to light in the examinations of the public accounts committee show that many departments postpone their expenditures until the very last few days of the fiscal year and there is evidence that the expenditures, at least the delivery of the goods if not services, is accomplished after the fiscal year. This is one of the items of some embarrassment as far as those people responsible for the controlling of these expenditures are concerned.

I wish I had a simple solution to propose to the minister and his advisers, but I have sufficient confidence in the minister to know that whatever the solution arrived at it will be imposed on his colleagues in the cabinet in no uncertain terms. I have confidence in the minister to that extent at least. I have phrased it on other occasions and in different ways.

This is the sort of problem that plagues any group which has these budgetary restrictions and limitations. I can remember an occasion when, operating a science department in a high school of the province, the director of education would keep on my tail to see that I spent my money. That was very

proper because I think he would have been the person who would have been subjected to any embarrassment if, in fact, the money had reverted, or I had attempted to get the delivery of scientific apparatus after the deadline which is understood by everybody and clearly set out in the regulations.

I would like to hear the minister's comments later on in the evening about this. It could be that it should be made more flexible and that the Management Board could hear reasons from various ministers as to why certain expenditures could lapse into the succeeding year. In my view that would simply be like postponing the deadline for buying your driver's licence plate. You would have the same problem with the new deadline as you had with the old.

My advice to the minister is to be rigid in the deadline. I think one of the best remedies is a certain degree of embarrassment that has been felt by some of the people with controller responsibilities before the public accounts committee. I think more than anything else this may, let's say, whip the procedures into line.

I would think that the Management Board has to concern itself with this really ahead of almost any other arm of government.

Having to do with another item, in which I know the minister has a deep and personal interest, that is, centralized purchasing, I would like some statement from the minister with regard to this. No doubt the Minister of Government Services would be the minister who would have the final say as far as the implementation of any changes in the programme of centralized purchasing are concerned. But the Management Board must have, let's say, the basic concern of the person or the group which controls the purse strings—actually controls the outflow of voted money from the Treasury so that the expenditures are as efficient as they possibly can be.

I know that the minister has had a change of heart with regard to centralized purchasing. It was his view that substantial savings could be accomplished if a centralized purchasing programme with teeth in it, was imposed with mandatory provisions for all departments, with no exclusions that I can think of—of course there would probably be some like the OPP—but at least with the least amount of flexibility that the minister could get away with.

I notice it was brought to the attention of the House by a question—I believe from

the member for High Park (Mr. Shulman)—that there was an advertisement in the newspaper, I didn't see it myself, calling for someone to be hired to have some responsibility for a decentralized purchasing programme. Whether or not this is a change in policy, whether you are going to have centralized purchasing in each department or each policy area, I do not know. It seems to me that the Management Board is the group that we look to to concern itself with parsimonious nitpicking, saving of pennies as well as dollars; as well as millions of dollars. If you people aren't going to do it, it's not going to be done.

I would hope that with the advice from COGP—or any other group of efficiency experts, to use a very old term, available to you—you would impose such a system on the rest of the administration. There would be no doubt in the minds of the people in government as well as the taxpayers, that the purchases were centralized; that there was not going to be the duplication; there was not going to be the number of purchasing departments that could give rise to the situation that we have been reading about, which grew up in the Department of Municipal Affairs with regard to Cambrian Stationers.

This is the sort of thing that we must depend on, not only the provincial Auditor, but the Management Board controlling without fear or favour and in the toughest possible way.

I say again, and I think we have got the right minister—barring, of course, a change in administration entirely—for this particular purpose. It may be that the minister has a lot of political ambitions remaining, but whether or not that's so, I believe that during the many years—

Hon. Mr. MacNaughton: That's beside the point.

Mr. R. F. Nixon: —of public service that remain to him, one thing he is prepared to do is see to it that looseness in the expenditures of public funds is cut to a minimum. I for one will give him every support, vocal, personal and in every other way, if he continues in this effort and if anything strengthens it.

I have another matter that I want to raise. I get the impression, on hearing a number of ministers in their estimates talk about their appearances before Treasury Board and Management Board, that espe-

cially policy decisions are being made by Management Board.

Maybe the basic policy is how do we get the most goods, the most services for the money that we have available, but I get the impression that the Management Board must essentially pick and choose among proffered policies—either those which are going to be maintained, those which are going to be expanded by means of more money or new ones which are going to be initiated.

There's no doubt that government policy, entered into through the rather convoluted procedures of the various policy groups—clusters, as one policy minister likes to call them—with the imprimatur of the Premier himself, finally in some sort of a policy statement, would be enough to direct Management Board. Find the money for this; this is one of the things that you must fit into the departmental funds or the funds of a certain ministry; but on many occasions the decision is left to the chairman of the board and the board members themselves.

I would like some information from the minister as to just how he arrives at his priorities and if he is ever in doubt—which I would doubt would happen too often—but if he's ever in doubt, how are these doubts dispelled? Does the Management Board refer to cabinet? Do they carry over some of their arguments or discussions into cabinet itself? Or does Management Board make fairly independent judgements as to the depth or the strength of new programmes or those which are already established. Associated with this, I know that the Management Board has a number of means of assessing the efficiency of certain programmes and even whether they should continue.

I was interested to hear this afternoon one of the policy ministers—the hon. Mr. A. F. Lawrence—talk about a thorough review of every programme in the justice cluster—I think he calls it groups; that's maybe better, groups of ministerial responsibilities—giving him a thorough review every two years. Somehow, while I'm not prepared to say that shouldn't be done, it seems to me that the review of the efficacy of any specific programme would be better carried out by a group outside the ministries concerned.

Of course they could do it, but the definitive review should be carried on by somebody who is going to be concerned with the value received for the commitment of dollars. It seems to me that the Management Board

ought—on the basis of costs, at least—to have the final responsibility for a review of that nature, and that that would fit in with the establishment of certain priorities.

There's no doubt that the Premier would have to have a great deal of confidence—almost an extraordinary confidence—in the person to whom he gives the job of operating the Management Board. It's a legislature in itself, in my view.

I'm quite sure that debates take place before the Management Board which would be of great interest to members outside the government itself. You are in a position, with the experts advising the minister to be extremely critical indeed of programmes—whether they are programmes associated with tax relief of the type granted by the Treasurer as government policy to stimulate industrial expansion; certain tax rebates of the type that were granted to farmers and pensioners and others; that Management Board would, and should, have the facilities to actually test the efficacy of those programmes on a basis other than political, which of course is tested by other people. I would hope that as far as possible the information associated with some of these reviews would be made available this evening or in the course of the examination of the work of the Management Board.

COGP itself must be drawing to a close; after all, the administration has been thoroughly revamped. There is hardly a minister left in the same responsibility as he held a year ago. I suppose the Ministry of Correctional Services, which somehow survived, is one of the few that I can think of. Almost all the deputies have been changed. I get the impression that their names were thrown into a hat and drawn out again, so that the almost proprietary feeling of certain programmes and policies and departments has been dispelled and the deputies themselves have had to rethink their approach to new programmes, new ministers, new departmental or ministry people.

By the way, I still find the word “department” fairly attractive. It always shocks me when, for example, the Treasurer and Minister of Intergovernmental Affairs gets up and talks about “my ministry.” I think that maybe he is thinking about it in the old term as well, but that may not be; I don't know. However, the decision has been made that you are all ministries and that “the ministry” does not mean the government any more; I

suppose it would be "the administration" or something like that.

Mr. Lawlor: You wouldn't call it the cloth, though?

Mr. R. F. Nixon: The cloth? No.

COGP then must be drawing somewhere within sight of the end of its responsibilities. It seems like quite a long time, Madam Chairman, since this minister got up and announced a thoroughgoing review of the business of government—

Hon. Mr. MacNaughton: If I may interject, it was very much taken on the advice of the opposition.

Mr. R. F. Nixon: Well, you are getting entirely too mellow.

Hon. Mr. MacNaughton: Oh, very much, very much.

Mr. R. F. Nixon: He chose at the time to call it productivity improvement programme and I think they very wisely changed that, because there was something undignified about PIP that could never lead a Premier to shake up all the ministers; you know, it just couldn't be done.

Hon. Mr. MacNaughton: That's the project, Mr. Nixon. The machinery is COGP.

Mr. R. F. Nixon: Oh, that is it? You mean PIP is still somewhere high up in the clouds and COGP is its child?

Hon. Mr. MacNaughton: Productivity Improvement Project.

Mr. R. F. Nixon: COGP, son of PIP, is that what you call it?

Hon. Mr. MacNaughton: Watch your language.

Mr. R. F. Nixon: I really don't recall when the PIP announcement was made; was it three years ago?

Hon. Mr. MacNaughton: It was the first announcement; we called it the Productivity Improvement Project.

Mr. R. F. Nixon: Yes. Three years ago?

Hon. Mr. MacNaughton: About that, I guess. The group that was given charge of the development of the project was called COGP. But the project was a Productivity Improvement Project, and still is.

Mr. R. F. Nixon: I still don't get the connection there, and I somehow don't feel that it is essential that I do.

Hon. Mr. MacNaughton: I am sorry.

Mr. R. F. Nixon: I recall the old arguments and I recall the defences from the minister and his colleagues in those days—

Hon. Mr. MacNaughton: It was in February 1969.

Mr. R. F. Nixon: That is not so long really. We in opposition had drawn to the government's attention that there had been no survey of the business of government since Walter Gordon had done it, of course, in a completely independent and objective capacity in 1947 or 1948.

Hon. Mr. MacNaughton: I have some of your remarks on that subject right here.

Mr. R. F. Nixon: Well then, I won't have to repeat them all. But it was a great approach, and I can remember I used it on many platforms and programmes. I used to think of Leslie Frost coming down from Lindsay after being Premier for a number of years at that time—it was 1957 or 1958, so it would be close to 10 years—and he was appalled that the budget had gone past \$1 billion and that the number of public servants was about 28,000 to 30,000 at that time.

His feeling, as he expressed it, was that government was growing so fast in cost and the involvement of people that he just was not confident that the political process had turned up the decisions that were safe to continue. He went down to Bay St. and got Walter Gordon, a person of undoubted objectivity, who gave a very large support to this approach. I've never been able to fathom, really, whether the Gordon commission was a royal commission or whether it was really just a ministerial committee. I have never been able to really figure that out. The report was a detailed description of what government was then. I didn't think the recommendations were very far-reaching. Essentially the book just listed all of the branches and commissions that had been established to that point, what their function was and something about the cost implications. There were some recommendations but we used that as a reason why the government ought to undertake another review, since the budget had then got close to \$4 billion and the number of public servants was close to 60,000–57,000 at the time—and so this was inaugurated with these results that we're discussing—

Hon. Mr. MacNaughton: The budget stood at \$3 million then—\$3 billion. It doesn't matter; it's a lot of money.

Mr. Lawlor: It really isn't important until you hit five.

Mr. R. F. Nixon: I think it is interesting to note that as Treasurers go along and are superseded they are left in awe of their own budget. I think it was the hon. member for Haldimand-Norfolk (Mr. Allan), I was talking to the other day who was saying, "You know, I was the one who took the province into the billion-dollar budget." I can recall my dad being aghast when the budget broke \$100 million. Is there really that much money—and I guess there is—that the chairman of the Management Board took us through the \$3 billion barrier?

Hon. Mr. MacNaughton: Up to four.

Mr. R. F. Nixon: Up to four? Not quite, eh?

Hon. Mr. MacNaughton: Not quite.

Mr. R. F. Nixon: Darcy has broken five and the sky is the limit, as we all know.

Mr. Lawlor: It is seven now.

Mr. R. F. Nixon: Seven?

Hon. Mr. MacNaughton: Seven?

Mr. R. F. Nixon: You are adding a few funds that we haven't been reading about. Anyway, the Committee on Government Productivity has brought down some excellent reports, and for all of the times that the Premier keeps telling us we haven't read them, I think a good many of the members have read them and they have made very interesting reading indeed.

I was particularly interested because, as the Premier has often pointed out, we undertook to make government reform an election policy and an issue, and I really felt that it was very properly an issue of that type. As a matter of fact, just the other day in his own estimates he was waving around our "Blueprint for Government" and pointing out that under a Liberal administration the Premier's office would have been even bigger than it is under his leadership, but we will argue that on another occasion. As a matter of fact, we already have.

The thoroughgoing changes have been accomplished and it appears now that we are simply waiting for the report of Task

Force Hydro, which can then be conveyed through the COGP and through the administration. I would think there would be a tendency, since COGP seems to have been such a success with the group from within the administration, coupled with the group from the private sector, for there to be a temptation to say, "There must be some way that we can give this some permanent status."

I hope, frankly, that that temptation will be resisted. There is nothing like another group later on and a new approach. Just like the Gordon commission approach would not have been sufficient this time, I think the next time a thoroughgoing review of the business of government is needed—and it may be, I suppose, needed already, but it may not be very long—this balance of deputy ministers plus outside experts might not be the best approach.

From opposition, I have always felt from time to time that there should be a completely external view of the business of government, because I think frankly that the deputy ministers add more than just an appreciation of what actually goes on in government; they add a certain leaven of, let's say, continuity and consistency, which is not always the most valuable thing to have if you are having an iconoclast's look at government; that if there are those who say, "You can't change that and we've got to have that," there is a tendency, I think, perhaps to vitiate some of the external values in this regard.

My point is that I hope the government will not consider maintaining COGP as some continuing programme. I think they have done excellent work. I think that the decision was a good one; I am critical of the implementation of some of their recommendations but that's beside the point at this stage.

An associated point has to do with Task Force Hydro. I am not sure what the rationale was that made Task Force Hydro an emanation of COGP. It seems to me that Task Force Hydro has got to go through a lot of sieves before the people in the Legislature, or the taxpayers, get a look at it. As a matter of fact, I'm just suspicious enough to think that it's going through a very fine sieve right now, and that it's down at Hydro being vetted. I hope that's not so and I'm sure the minister is prepared to tell me that it is not so, but the—

Hon. Mr. MacNaughton: They're doing that now.

Mr. R. F. Nixon: All right, but I don't think the justification was proper that was given in the House a couple of weeks ago—that the Hydro Commission ought to have an opportunity to go over the interim recommendations before they're made public. This task force was designed to examine Hydro. From any rumours that have filtered out, the examination was a tough one and the recommendations are even tougher, and they are substantially critical of certain aspects of the development of Hydro and the control of Hydro policy decisions over the last few years.

We've got to give a lot of credit to the hon. A. B. R. Lawrence for this very task force and the approach that's been taken. He was the one who broke the ranks of cabinet solidarity more than a year ago—during the leadership battle—when he brought to public attention that the decisions associated with Hydro had not passed through cabinet. Whatever Mr. Robarts had said at the time, in answer to questions in the House, was, in fact, wrong. It was either a very careless statement of the hon. Mr. Lawrence's, or one that took a lot of nerve, but he said "If I become leader of the party and eventually Premier, one of the things I will do will be to have a careful review of the whole business of Ontario Hydro."

Not too much was said of this. As a matter of fact, the opposition took it up with more enthusiasm than the Conservatives, as I recall, until the appointment of Task Force Hydro. In my view, this was a recognition of the fact that what Mr. Lawrence had said was entirely right. The opposition had expressed concern about this in the past, but I think it took criticism from within the ruling group—

Hon. Mr. MacNaughton: Madam Chairman, if I may. You're making some assumptions now, Mr. Nixon, that are not altogether founded on fact. Just let me say—

Mr. R. F. Nixon: I'm sure you'll be able to set me straight on these matters—

Hon. Mr. MacNaughton: All right. I will.

Mr. R. F. Nixon: I will just take another three or four minutes and then you can set me straight.

Anyway, whatever the cause, Task Force Hydro was established. I, for one, appreciated the fact that the chairman of the task force and the executive director of COGP and somebody else, came over to interview me

and certain members of the caucus about our views on Hydro. That was fine. I would have thought also that they might have had some public hearings but we'll have a chance to talk about that again.

I do resent any implication that Ontario Hydro has the right—and I certainly resent it if it has the opportunity—to have anything to do with an interim or final report, other than comment on it after it is made public. I really feel that quite strongly.

Hon. Mr. MacNaughton: I'm sorry, I didn't quite get that point, Mr. Nixon, if I may be excused. Would you mind making the point again?

Mr. R. F. Nixon: I would resent and definitely oppose any idea, or certainly any indication, that the Hydro-Electric Power Commission had the opportunity to change any part of that report—either the interim report or the final report—other than to comment on it after it was made public.

It's been made clear that on Task Force Hydro there have been seconded people from the Hydro Commission itself to take part in the review and the writing of the report. Just as in COGP itself, there are people in government and people outside of government.

Hon. Mr. MacNaughton: Right.

Mr. R. F. Nixon: I think we should understand that the report is not a report for or to Hydro. It is about Hydro.

Hon. Mr. MacNaughton: That point's well taken.

Mr. R. F. Nixon: It should be made to the government and it should be presented publicly without change.

Hon. Mr. MacNaughton: The point is well taken.

Mr. R. F. Nixon: All right then, I won't reiterate it.

Those are all the points I wanted to bring to your attention, Madam Chairman, and the attention of the minister in opening our discussion of the Management Board. I would say in concluding my remarks, that I think the taxpayers are well served by the expansion of the Treasury Board in this way. This is one aspect I approve of, not that that makes any difference but I have a right to express my view which I do. Also at the risk of getting into trouble I feel that the minister is the man for the job.

Madam Chairman: Mr. Minister, would you like to comment on Mr. Nixon's statement?

Hon. Mr. MacNaughton: Yes, I'll try. I may miss some points out—it was a rather comprehensive statement. I can say, Madam Chairman, I haven't too much quarrel with anything that the Leader of the Opposition has said. I'll try and pick up—

Mr. R. Haggerty (Welland South): He is usually right.

Hon. Mr. MacNaughton: That is a bit repetitive. I've just said that in commendatory terms. I don't always do that so I do it to-night.

Probably the first reference was made to the formulation of estimates and year-end expenditures.

Mr. R. F. Nixon: Right.

Hon. Mr. MacNaughton: I think it is quite appropriate to say that there is probably a crowding of expenditures at the tail-end of every fiscal year against the points raised by the hon. Leader of the Opposition. I can say this, that as a result of the deliberation of the public accounts committee, Management Board has taken a very serious attitude about this—a very serious look—

Mr. Deans: Madam Chairman, I wonder, on a point of order, if I may—does the minister intend to answer all of these?

Hon. Mr. MacNaughton: No, but I'm going to answer some of the salient points of view raised here.

Mr. Deans: The reason I ask is simply that the procedure usually is that both persons lead off and the minister answers both.

Hon. Mr. MacNaughton: I tell you, if I try to do it that way, Madam Chairman, I am going to get confused about who said what and when; so I am going to try to do it this way, if I have your permission.

Madam Chairman: This is probably just as simple Mr. Deans because you will probably have a whole different line of country and he'll answer you directly too. How is that? All right.

Hon. Mr. MacNaughton: If I may. The Management Board has taken a very close look at not only the deliberations of the public accounts committee but some of the matters that have been discovered and to the extent that Management Board can have an effective element of control in this field. I simply want to assure the committee that Management Board intends to do just that.

Mr. R. F. Nixon: How?

Hon. Mr. MacNaughton: The basic expenditures, of course, of all departments as you know—not the precise expenditures—are monitored by Management Board, formerly by Treasury Board. It is not altogether difficult for some determinations to be made as to the extent that this is being crowded. How hasn't been arrived at yet, but I can assure you that the board is very conscious of it, Mr. Nixon.

We propose to undertake our responsibilities in this field to the greatest extent possible.

It is not unusual, I don't think, for there to be crowding of expenditures toward the end of the fiscal year. This takes place in the public sector, the private sector; it takes place across the board, because no manager worth his salt—be it the deputy minister, down the line—wants to be confronted with a situation where funds voted were not properly applied. Funds are voted against programmes.

There are situations with programmes which are funded by Management Board and which cannot, for a variety of reasons, be implemented. I guess we all know that. Sometimes there is a carry-over of funds against proposed programme expenditures—this happens. By and large, managers do their best to expend the funds they fought for at Management Board and received, as the hon. member stated. However, where there could be any misappropriation of funds to the extent that Management Board's monitoring can help, Management Board will undertake to do that.

The hon. member made some references to central purchasing. I thought I heard you use the words "decentralization of purchasing." I know of no trend to decentralize purchasing at this point in time. It's quite true that it took some time before the centralized purchasing function was able to work in the manner in which it was first intended to work. I recall making a statement before the House at one time myself—that goes back to the early stages of my former occupation as chairman of the Treasury Board—when we announced that we were going to set up a centralized purchasing function.

Mr. R. F. Nixon: Do you remember making the statement that one wasn't necessary?

Hon. Mr. MacNaughton: I remember that. I also remember coming back and making an announcement that we had had a change of

heart and we'd created the central purchasing function.

Mr. R. F. Nixon: All right.

Hon. Mr. MacNaughton: I reserve the right to change my mind as I think anybody should if they are persuaded it is in the good interests of everybody to change their mind.

There were some difficulties with that that we all know. I'm convinced that the central purchasing function now is working rather well. It has come a long way from those early days. I don't have the figures with respect to the economies that have been achieved but I think it is working now.

I believe I recall the hon. member making reference to nitpicking savings of every dollar that flows over the Management Board table.

Mr. R. F. Nixon: I was recommending that you are the people who should do that.

Hon. Mr. MacNaughton: Yes, you were recommending that, and that may be fine up to a point, as long as it is consistent with the viability of programme development. If we are going to nitpick against programme development it is very difficult. The process of estimating is just exactly what it says; it is estimating a year in advance of what a programme, for viability's sake, is going to cost. I think I can safely assure you that Management Board discovers certain situations when the estimating is not perfect.

Are you suggesting that a viable programme must be left less than viable because of nitpicking at Management Board, or are some orders issued to ensure, within reasonable bounds, that it is a viable programme?

Mr. R. F. Nixon: No, I used the phrase in conjunction with centralized purchasing because, frankly, I had the feeling that there was a less than total commitment to the concept right from the time it was first enunciated.

Hon. Mr. MacNaughton: I see. All right.

Mr. R. F. Nixon: I didn't think you should hesitate to be scrupulous as far as centralized purchasing is concerned and not allow this branch or that branch or that commission or this force to stay outside of it.

Hon. Mr. MacNaughton: Yes. All right. I think it is quite sensible to say that the plan was, and is, for centralized purchasing,

purchasing standards and policies, procurement policies, if you wish.

Mr. R. F. Nixon: For example, how could the Department of Municipal Affairs get involved with that crazy business about desks and folders if you had any kind of centralized purchasing? That was a year ago.

Hon. Mr. MacNaughton: I'm not prepared to quarrel with you on that. I have grave difficulty in knowing how the Management Board can monitor the purchasing of stationery down at that level in any department. We can establish and monitor the standards, the policy, the procurement policy—

Mr. R. F. Nixon: It was \$180,000 worth—

Hon. Mr. MacNaughton: Quite right. I agree with you that the function of centralized purchasing should take care of a great deal of that.

Mr. R. F. Nixon: Let me just say that you should at some stage be in a rage with somebody. It doesn't have to be public.

Hon. Mr. MacNaughton: Maybe I am.

Mr. V. M. Singer (Downsview): You are well controlled tonight.

Hon. Mr. MacNaughton: Maybe I am. I'm trying to control it to the best of my ability, Mr. Singer.

Policy decisions by Management Board—this was another reference you made. The only policy decisions made by Management Board are those in the field of administration and management. These are the policy decisions that are exclusive to Management Board. Management Board has a decided related function in terms of policy development in the overall sense but once policies have been determined—and they are determined at one level only, as the hon. Leader of the Opposition would understand, and that is by cabinet—the Management Board has a hand in the determination of those policies and the determination whether the broad levels of financing can be accomplished at that level. Once those are established, the implementation of those policies is the function of Management Board as well, but within the financial constraints that are imposed by Management Board.

I think that is a fair way to put it. Otherwise you are suggesting the Management Board should overrule the policy-making organization, and that is not the function of the Management Board, other than in the

field of administration and management of programmes. I think that is worthy of clarification. I hope the Leader of the Opposition would accept that.

I might go back to the format for the estimates. There are two major changes between the format of the estimates, the blue books for 1972-1973 and the format for 1971-1972. I might take an opportunity to read a portion of what's before me. Let me say that some of the format has been changed because of the reorganization of government. We have been grappling with that, trying to bring that on line as rapidly as possible at Management Board level. Some of the format and the structure of government, of course, has been changed, as we all know. That has to be accommodated as well as the other functions of Management Board. The new ministry structure is reflected for the first time in these estimates, and as set out in the book. Previously, departmental estimates were printed in alphabetical order. For 1972 the ministries are arranged alphabetically within each policy field.

Mr. R. F. Nixon: I don't think that's a step forward.

Hon. Mr. MacNaughton: That is a moot question. You have to give some precedence to the position of the policy fields and then the ministries within each policy field.

Mr. R. F. Nixon: It is irrelevant.

Hon. Mr. MacNaughton: All right, it's irrelevant. We thought not. Those ministries and central agencies which are not in a policy field precede the policy fields in the estimates format or the book we are looking at now; it sets it out in that manner. You mentioned comparative data, and we were directed—I am going back to former Treasury Board days—all through those days—we certainly are being directed now by the advice of the public accounts committee and the recommendations of the public accounts committee. Much of what you see today—and I give credit to the public accounts committee—emanates from their recommendations.

Mr. R. F. Nixon: I said that too, right.

Hon. Mr. MacNaughton: Yes, there have been situations where maybe we couldn't do everything in the current year or the upcoming year that was suggested. We have caught up to a very substantial extent with the estimates format of the public accounts committee over the years, I do believe.

Mr. R. F. Nixon: Right.

Hon. Mr. MacNaughton: I think that is probably all I have to say on that score.

Some concern was expressed about the formation of the COGP—that is half private sector and half senior deputy ministers, if you wish. There is a reason for that which I think has been justified and well justified. We put together the steering committee on that basis and that was, of course, when we were getting outside advice; on the one hand, we needed advice as to status quo, if you wish, that only deputy ministers command to advise the other side where we stood when we started—this was the advice that was needed.

Now substantial progress has been made from that, but there was a reason for putting it together on that basis and I felt at the time—and I still feel—that it was a step forward. It was a change in the format of commissions of investigation. You can make reference to the Glassco commission, if you wish, which wrote two tomes of material that, to a considerable extent, have gathered dust ever since.

Mr. R. F. Nixon: Too much all at once.

Hon. Mr. MacNaughton: Too much all at once; too much to assimilate all at once. The other attribute of COGP was—as I stated in my opening statement—that interim reports could be developed and tabled and considered on an ongoing basis, and of course that has been done. I believe it has been advantageous to do it that way rather than wait for four or five, or three or four years, or whatever it took to do the Glassco commission to use an example, and find that many of the recommendations have been passed by through the exigencies of time alone.

We think we have brought many of these recommendations into being on an ongoing basis and I regard that as advantageous, Madam Chairman. I hope the hon. Leader of the Opposition sees some advantage in that type of reporting.

Mr. R. F. Nixon: When are they going to programme themselves out?

Hon. Mr. MacNaughton: They are virtually programmed out now as far as the specific functions of reporting and submitting recommendations are concerned. The function of implementation of the recommendations will go on for some time. The implementation of the recommendations

can't take place overnight and I would hope everybody understands that. Of course, that is why Mr. Eberlee, who is here with us now, is deputy minister in charge of the implementation programme. Summary implementation has taken place and it is going on every day, but some of it is going to take more time.

The UHR report—the utilization of human resources—for instance, will take more time. That can't be done overnight.

But, at least, we are getting on with the job now. Whereas if we had waited for a Glasco type report—to revert to that type of description—we would have been starting all over again in the process of implementation, and to develop that might have taken another period of time that would have been lost time. So I have commented on that.

Now, there were many other things the hon. Leader of the Opposition mentioned which have escaped me—

Mr. R. F. Nixon: Not very many, that's it.

Hon. Mr. MacNaughton: Is that it?

Mr. R. F. Nixon: Hydro is the only other thing.

Hon. Mr. MacNaughton: I agree generally with what the hon. member said with respect to Task Force Hydro. I don't know what is in the report myself yet, as a matter of fact, and I am waiting—

Mr. Singer: You are about the only one.

Hon. Mr. MacNaughton: Well, I think—

Mr. R. F. Nixon: I believe you, but thousands wouldn't.

Hon. Mr. MacNaughton: No. You can believe me. I don't know what the final report is going to contain in any sense of the word—

Interjection by an hon. member.

Hon. Mr. MacNaughton: I don't think the hon. member is going to have to wait very long to know what is in the report and, hopefully, I am not either. I think I can concur with you to some extent—that once it is done, the government of the day has to determine what the recommendations reveal in terms of policy development in that field. I am inclined to agree with you that Hydro has to take the position, too, that these are policy matters which are going to be developed in due course with respect to Hydro.

Mr. R. F. Nixon: I certainly appreciate your position, but can you tell me that On-

tario Hydro will not have an opportunity to read the interim report and change it in any way before it is presented to the government?

Hon. Mr. MacNaughton: No, I can't tell you that right now. If I knew, I am not too sure I would. But I don't know that. I can tell you that Hydro's staff—the commission itself—have been mightily involved with Task Force Hydro and the progress of the development of the report, from day one all the way up the line.

Madam Chairman: Thank you, Mr. Minister. Mr. Deans.

Mr. Deans: I was just thinking, Madam Chairman, I don't think that this is the best way to deal with the estimates. Nevertheless, I want to speak to the minister—

Hon. Mr. MacNaughton: The best way to deal with the estimates is go through the voting of the funds here—

Mr. Deans: Right, and—

Hon. Mr. MacNaughton: That would be my manner, quite frankly, Madam Chairman, but I was told to do it another way.

Mr. Deans: I am sure if I had asked, that would have been the answer I would have got. I didn't intend to ask that question.

Hon. Mr. MacNaughton: Could I say one thing for Mr. Nixon's benefit before you start? The Task Force Hydro report will go to COGP and then from COGP to the government. This is the way it will travel.

Mr. R. F. Nixon: Where is it now?

Hon. Mr. MacNaughton: It hasn't got to COGP yet as far as I know. It will probably be there tomorrow.

Mr. C. H. U. Bayly (Secretary of the Management Board): It goes to COGP tomorrow.

Hon. Mr. MacNaughton: It goes to COGP tomorrow. So there we are. I am sorry, Mr. Deans.

Mr. Deans: That's okay. I want to ask different things, in any event. I want first of all to get an idea of how the government set up the Management Board—whether they did follow the recommendations of the COGP and which recommendations they actually followed in establishing the Management Board of Cabinet? I would think if they followed one set—or one in particular—that I have finally come to the man at the top, and finally, after almost five years, have arrived

at the place where the buck stops. I am not absolutely sure about that, but I am going to find out fairly soon.

There were two things recommended in the COGP report. One said that the Management Board should have an overall manager responsible for determining the details of resource acquisition; the alternative to that was leaving the management at the level of the various ministries.

Hon. Mr. MacNaughton: That's the philosophy, to let managers manage.

Mr. Deans: Yes, that's what I am saying. I get the impression that you have gone along with the latter, which in my view would weaken the position of the Management Board in terms of its opportunity to function as it was envisaged.

If you are going to leave the managers to manage, as you say—the ministers at the level of the various ministries to manage—then it inhibits the opportunity for the Management Board of Cabinet to operate in the way in which it was envisaged. The opportunity for it to exercise any real control over priority expenditure, in terms of making sure that the money was spent in the proper places, is inhibited—in fact to some extent eliminated. I want to know, in regard to some of the recommendations that were made, is it a fact that the Management Board is comprised of only the policy ministers or are there other ministers involved too?

Hon. Mr. MacNaughton: No, the Management Board is made up in line with COGP's recommendations. There is a representative from each policy field, not necessarily the policy minister.

Mr. Deans: I assumed it would be the policy ministers, the provincial secretaries. Am I wrong in that assumption?

Hon. Mr. MacNaughton: You are wrong. The recommendation was that there should be a representative from each policy field, plus the Minister of Government Services and the Chairman of Management Board.

Mr. Deans: Right.

Hon. Mr. MacNaughton: —and that's the way it is done.

Mr. Deans: Maybe you can tell me then, who makes up the Management Board? Maybe that was answered this afternoon, but I wasn't in the House. Who, in fact, makes up the Management Board?

Hon. Mr. MacNaughton: The Minister of Government Services is one, the Treasurer is a member, the Minister of Revenue is a member—he is vice-chairman—the Minister of Education, the Minister of Industry and Tourism, the Minister of the Environment and the Attorney General.

Mr. Deans: In fact none of the provincial secretaries, the policy ministers, is on the Management Board?

Hon. Mr. MacNaughton: No, that was not the recommendation of COGP. It said that each policy field should be represented.

Mr. Deans: Yes, I agree. I would have thought though that the policy field—

Hon. Mr. MacNaughton: There is a representative from each policy field.

Mr. Deans: I would have thought that the policy field would have been represented by the minister who had an overview of the policy in each particular area, rather than being represented by the individual cabinet ministers. It leaves me with the question in my mind: just what in heaven's name do the provincial secretaries do if they don't even involve themselves with the Management Board at cabinet level? Nevertheless, we will get to that in a moment.

Hon. Mr. MacNaughton: Let me say that each policy field is made up of the ministers of the ministries that make up the policy field.

Mr. Deans: It would seem to me that the secretary involved should have been the person, since he, in fact, has the overview of the policy requirements of each particular selected area in his policy field.

Mr. R. F. Nixon: It would give him a little leaf or two, which he desperately needs.

Mr. Deans: Yes, because quite obviously some of them don't have very much opportunity to participate.

Mr. R. F. Nixon: A leaf or two on his cluster.

Mr. Deans: On his cluster? It sounds like something that would be made out of chocolate.

Hon. Mr. MacNaughton: It is working very well.

Mr. Deans: Is it the intention to follow the recommendation and to rotate the ministers

so that they all get an opportunity to involve themselves, and when is this rotation likely to happen? As I'm going to speak at length, I'm asking questions to begin with to save myself a lot of trouble.

Hon. Mr. MacNaughton: Yes, I presume that would take place. I can't tell you what the time frame is for this rotation; I can't do that. I've only been the Chairman of Management Board for five months. We have had some changes already. What the frequency of these changes will be is a decision for someone else.

Mr. Lawlor: The board recommends a rotation.

Hon. Mr. MacNaughton: Yes, there will be.

Mr. Deans: There will be a rotation. I want to say to you that on page 38 the report says that the Management Board should have primary responsibility for establishing ground rules under which ministries acquire and use resources. I would very much like to know what those ground rules have been; how you set them up and what ground rules are now used to determine how ministries, as they are now established, acquire and use the resources that are available?

Do you start out, for example, by saying we are going to spend \$7 billion this year and that's what you will have available as far as financial resources are concerned? Then do you go through the various ministries' budgets and cut at each level?

Hon. Mr. MacNaughton: Yes.

Mr. Deans: How do you co-ordinate that with the policy requirements, other than through the Treasurer who, I understand, is the co-ordinating functionary? How do you co-ordinate that with the policy requirements of the various departments and the overall policy requirements of government?

Hon. Mr. MacNaughton: That is accomplished because the Chairman of Management Board is also a member of the Policy and Priorities Board of Cabinet.

Mr. Deans: Right, and so you have the final say.

Hon. Mr. MacNaughton: We have considerable say about that.

Mr. Deans: No, I am talking about the individual person. I mean does the Chairman of Management Board have that function? Obviously the priorities are set, or I would

hope the priority objectives are set, prior to the cutting being done. You don't try to fit your priorities in with the money, but rather you try to find ways to raise the money to meet your priorities?

Hon. Mr. MacNaughton: The latter is correct.

Mr. Deans: The latter is correct?

Hon. Mr. MacNaughton: The latter is correct.

Mr. Deans: In fact, you set the priorities and then you go to the job of cutting the money out or reshuffling the available moneys. I'd like to see what kind of guidelines are established for doing that, so that the other ministers who are a part of the Management Board of Cabinet actually do participate, other than just being representative of their own particular small interest, their various departments or such.

Hon. Mr. MacNaughton: It will take me a moment to tell you that.

Mr. Deans: I am pleased to listen.

Hon. Mr. MacNaughton: As I have already suggested, each policy field is made up of related ministries, let's say, in the field of natural resources, the ministries that would obviously come to mind, are Transportation and Communications—

Madam Chairman: Environment!

Hon. Mr. MacNaughton: —Environment—

Madam Chairman: Agriculture!

Hon. Mr. MacNaughton: Natural Resources; these are the groupings. That answers part of your question at least, if not all of it.

Mr. Deans: No, I understand—

Hon. Mr. MacNaughton: That answers part of it.

Mr. Deans: The Minister for the Environment would perhaps be the person who represented that policy field?

Hon. Mr. MacNaughton: And the Ministry of Industry and Tourism.

Mr. Deans: The Minister of Industry—

Hon. Mr. MacNaughton: That's the grouping, yes.

Mr. Deans: Okay; fine!

Hon. Mr. MacNaughton: To use that as an example, then, those ministers are on that policy field committee with the Provincial Secretary for Natural Resources as chairman.

Mr. Deans: Right!

Hon. Mr. MacNaughton: At that level the policy field committee considers the policies which the ministries propose, makes its recommendations to the Policy and Priorities Board of Cabinet, and eventually to cabinet.

Now in the makeup of all that the resources that are available, in the opinion of the Treasurer in the development of the budget, come into play; the ranking of priorities then must take place. And we can say what I'm saying about this particular policy field committee about the three policy field committees; there's a ranking element takes place after that—

Mr. Deans: That's done in the Policy and Priorities Board?

Hon. Mr. MacNaughton: Yes; first of all, the policy field secretaries recommend to the Policy and Priorities Board, and the Policy and Priorities Board make a determination as to what they recommend to cabinet; because the final determination takes place in cabinet, as must be understood. This is the procedure.

The Treasurer, of course, has to make the determination of what constitutes a viable budget, determined by, I guess, the economy of the day and a host of related situations. There again the ranking of policies, within the total recommendation of policies, has to take place. Added to the one-year determination of what makes up the estimates for each operating ministry—he has to take that into account—we have a five-year, multi-year forecasting of expenditure programmes as well. There again the priority ranking takes place.

Mr. Lawlor: Just let me interject, Madam Chairman.

Within the policy field, do they work out any tentative allocations for themselves prior to the policy minister appearing, who's a member of the Policy and Priorities Board? Do they do a certain amount of internal discussion among themselves? Without knowing necessarily the overall budget and what's going to be allocated to that field do they work out their mutual precedents?

Hon. Mr. MacNaughton: That's in the process of development now, Mr. Lawlor; as it should be and as it is.

Mr. Lawlor: As one of the purposes behind such a field study?

Hon. Mr. MacNaughton: Right!

Mr. Deans: I am going to come back to it in a moment because I'm not absolutely clear on this one.

I want to go on for a moment. The Management Board responsibilities were supposed to be to devise or bring about a policy on common services. The Leader of the Opposition has raised the whole matter of central purchasing. Like him I wasn't happy, and I'm still not happy, with the extent to which central purchasing has been used.

It would seem to me that the whole auditing function of government would have been much more simplified if the government had instituted a much wider central purchasing system. If in fact more departments and more things which had to be purchased were purchased through central purchasing. In fact, whether or not it realizes a direct saving in bulk purchasing, or whether it simply means that the auditing procedures would be done in one particular area, it would have seemed to me a much more sensible proposal.

We might have avoided the kind of turmoil that we've just recently gone through in the Provincial Auditor's committee. The whole matter of the purchasing of furniture, for example, in the Department of Municipal Affairs; the matter of the year-end expenditures in the Department of Education. What I mean is that if all of the invoicing and all of the payments went through one central purchasing, and those things which could be bought in bulk had been bought in bulk which would mean savings but the rest nevertheless went through that, the auditing procedure would have been that much more simple to follow through on. I hope this policy on common services means just that and that we are not going to make the kinds of exceptions which we made before. I see no reasons to make exceptions for the OPP or for anybody else. Other people may but I, frankly, think that the government would be much better served if it were to establish a policy of purchasing all things through central purchasing.

Hon. Mr. MacNaughton: I see.

Mr. Deans: I say that, whether or not it means the actual acquiring of the final

product or whether it simply means the invoicing, which I think is probably more sensible in some instances.

Mr. R. F. Nixon: From paper clips to Lear jets.

Mr. Deans: The whole thing. Then you don't have this difficulty of trying to decide what it is, in fact, that is being purchased.

Hon. Mr. MacNaughton: One of the departures that exist from that now is in the field of vehicles, frankly. You mentioned the OPP and that is quite right. The expertise and the knowledge of the Ministry of Transportation and Communications acquire the vehicles.

Mr. R. F. Nixon: Why is the OPP an exception?

Mr. Deans: In fact, though, the expertise of the Ministry of Transportation—

Hon. Mr. MacNaughton: The only other exception to that, if I may conclude, is—and quite rightly—supplies for the Department of Health.

Mr. R. F. Nixon: Why is the OPP excepted?

Mr. Deans: That frankly doesn't make much sense, does it?

Hon. Mr. MacNaughton: The OPP are not excepted now. They had been until that time, but they are not excepted any more.

Mr. R. F. Nixon: Do you buy their uniforms, too?

Hon. Mr. MacNaughton: Uniforms? No.

Mr. Singer: Has Mr. Silk collapsed, given in, thrown in the sponge?

Hon. Mr. MacNaughton: All right. I am informed that the matter of central uniforms is subject to study by the supply committee.

Mr. Singer: I didn't think Mr. Silk would give up that easily.

Mr. R. F. Nixon: That is what I mean.

Hon. Mr. MacNaughton: I have to bring to the attention of the committee that these things are easy to say and honour in comment, but they are more difficult to put into operation than, I suggest, those who are not charged with the responsibility would realize.

Mr. R. F. Nixon: However, we can certainly tell you what you should do.

Hon. Mr. MacNaughton: We are getting there.

Mr. Deans: It is certainly no more difficult doing that than trying to answer for all the things that have gone on.

Hon. Mr. MacNaughton: That is easier said than done sometimes, I suggest to the hon. member.

Mr. Deans: The Chairman of the Management Board indicates—

Hon. Mr. MacNaughton: Would the hon. member be interested in listening in some detail as to the situation that exists here today? Mr. Damp is with us as vice-chairman of the committee on supply policies and procedures.

Mr. Deans: In central purchasing?

Hon. Mr. MacNaughton: Yes.

Mr. Deans: Yes, I would like to know on the matter of policy on common services—

Hon. Mr. MacNaughton: Where we stand?

Mr. Deans:—which departments are making use of central purchasing, which items are permitted to be purchased outside of central purchasing and the general area of that.

Hon. Mr. MacNaughton: Mr. Damp, would you like to comment on that please?

Mr. H. S. Damp (Co-ordinating Director, Committee on Government Productivity): Yes, if I may. Following the adoption of the COGP recommendation that the new purchasing plan be adopted, the supply and services branch of the Public Works Department proceeded to put into effect the underlying concept that Mr. MacNaughton mentioned in the House in 1967. With regard to centralization, one of the fundamental issues was whether or not it would be most economical and efficient to have one department buy for everybody or whether certain departments because they have specialty requirements should buy certain things for themselves because they did have this expertise. The centralized concept has now developed to the point where the Ministry of Transportation and Communications now buys all vehicles, including vehicles for the OPP, because the ministry has the prime expertise. The Department of Health now purchases all drugs for Correctional Services and other departments, including

themselves. The Ministry of Government Services now definitely purchases all furniture with a few exceptions, unfortunately—

Mr. Deans: What are the few exceptions?

Mr. Damp: I can't be specific. I don't know.

Mr. R. F. Nixon: The ones that Cambrian Stationers want to sell!

Mr. Deans: Let me ask you, sir, are the exceptions where ministers want particular things?

Mr. Damp: No. It is where there is a specific, unique sort of requirement for a special type of furniture that the Ministry of Government Services is not at this point in time equipped to purchase.

Mr. R. F. Nixon: What could that possibly be?

Mr. Deans: What could it possibly be that they are not equipped to purchase?

Mr. Lawlor: Like decorating John Yaremko's office?

Mr. R. F. Nixon: Mink desks?

Mr. Deans: All you require to be equipped to purchase is knowledge of the material and money.

Mr. Damp: Yes. They are moving in this direction that all furniture wants are defined. With regard to issues, such as clothing—

Mr. Lawlor: Would that include the carpet, moved from the caucus, which I was walking on not so long ago? I think there are other special amenities afforded to ministers.

Mr. R. F. Nixon: Sure.

Mr. Damp: The supply and services branch has a small group of people, not very many in number, who are highly specialized in various fields.

Mr. Lawlor: Madam Chairman, I object. If questions are being asked, I would wish to get an answer. This man is more adroit than the minister.

Hon. Mr. MacNaughton: I would suggest to Mr. Lawlor that if he would listen a little longer he would learn a little more.

Mr. Lawlor: I'd like to hear the answers to the questions that are being asked.

Hon. Mr. MacNaughton: You are not even allowing the man to answer your question from the drop of the hat.

Mr. Lawlor: We'll wait for five seconds to find out if he gets around to it.

Mr. Damp: In keeping with what was mentioned about the establishment of operating guidelines and policies, the intent of the new purchasing plan is that this supply and services branch will develop, for approval of the Management Board and enforcement of the Management Board, standards, criteria and guidelines. It will also negotiate on behalf of all of the various ministries the best possible contract for the purchasing of multi-use items and things like that. An example is clothing, where standards have been developed, where contracts have been negotiated, and the various ministries can avail themselves of them. They are beginning now to take advantage of these guidelines and standards that are being developed.

Mr. Lawlor: They are still amenities. They are still special orders made by ministers, and possibly others in the government, to serve their own very peculiar needs. Could that be so?

Mr. Damp: It is possible but the intention is that these amenities be reduced to a very minimum.

Mr. R. F. Nixon: I never heard of any government programme to reduce the opulence of a minister's office.

Mr. Damp: No, I haven't either.

Mr. R. F. Nixon: You know, I'm sure if a minister wants a black velvet rug, he would get it.

An hon. member: No, he doesn't.

Madam Chairman: This is Mr. Dean's statement, so let's get back to Mr. Deans.

Mr. Deans: No, I realize this is what I said to you before. It's an extremely difficult way to do business.

Madam Chairman: No one interrupted Mr. Nixon. Now we'll get back to you, Mr. Lawlor.

Mr. Deans: Anyway, thank you. I will tell you what I will do: I will ask all my questions and you can answer them all at the end, and save us all a lot of trouble, okay?

Mr. Singer: You lose track of them that way.

Mr. Deans: That is true, I agree, but otherwise we end up with—

Madam Chairman: Yes, just stay with it until you are through.

Mr. Deans: Then I want to suggest that perhaps the auditing procedures will become easier and better, the quicker you get everybody involved in purchasing to go through central purchasing—making no exceptions.

The cost of the product, the particular design, shouldn't make any difference. If, in the final analysis, somebody wants some beautiful piece of Scandinavian furniture he should order it through central purchasing. It should be purchased there, and then the auditing procedure should be perfectly clear. Then we should have no difficulty as we have had in the past while. There can be no exception to that.

I suggest to the minister that that ought to be what the objective is. I can't see any reason why it should be too difficult, other than that some may buck it, simply because it's a deviation from past procedures.

Hon. Mr. MacNaughton: I have taken note of that observation.

Mr. Deans: Thank you, I appreciate that.

Mr. Singer: That will get you two gold stars.

Mr. Deans: That gets me another question.

Hon. Mr. MacNaughton: You'll stand in the corner.

Mr. Deans: That entitles me to another question. Under programme analysis, I want to find out what is going on under this automatic data processing. I assume that that is used to determine such things as priorities? I assume that you feed into this computer or these series of computers over at the side of the building—

Mr. R. F. Nixon: Gee, I hope you are wrong.

Mr. Deans: I am not sure—that is why I think it is happening that way. You feed in what you are looking for and what's being offered and out comes the answer somewhere along the way. It tells you what you should be after.

I'm always concerned that the government has never seemed to have any co-ordinated approach to the solving of a major problem, when that problem encompassed a number of different departments. Over the last five years, I've seen a number of occasions when there were ways to utilize the resources of

a number of departments to get at the desired result. For example in unemployment: that is something that could have been tackled by the government through the use of the services and resources of a variety of different departments. Yet for some reason we never did see the co-ordinated effort. One department came forward with an idea that seemed to be the main thrust for that given year; and when that year was over some other department had a different thrust and that was the thrust which was evident to everybody and the others seemed to disappear.

Mr. R. F. Nixon: We had a full employment budget for the last two years.

Mr. Deans: Yes. I want to ask the minister, for example, whether they have given consideration in the review of policy and the determination of the expenditures of government in various areas, to co-ordination of the policies that would generate full employment, whatever full employment is? You can attach your own significance to the term. Whether you have, for example, had put before you, to feed into the mill, suggestions for increasing the minimum wage or decreasing the hours of work or reducing the retirement age or providing better pension arrangements for people in the Province of Ontario or engaging in a massive house building programme—

Mr. R. F. Nixon: The Management Board?

Mr. Deans: Yes. I will tell you why—or increasing pensions and allowances or encouraging social assistance recipients to work? The Management Board function, according to this, includes the review of the programme proposals which includes the annual estimates and new legislation and regulations. There ought to be a feed in to the Management Board if it is going to make sensible decisions about how money is going to be spent and the priority expenditures in various areas; what should and should not be cut.

First of all there has to be an initial decision. One, assuming that this is the field we are talking in, we are going to fight unemployment; second, we are then going to use all of the tools at our disposal; third, we are going to use everything that can be used in every department. You then ask the various departments for their input into it and from that input you choose the series of programmes that will best fit in accordance with the finances available.

Hon. Mr. MacNaughton: Quite true. That's exactly what's done.

Mr. Deans: If this is exactly what's done it isn't apparent, I have to tell you, because as I look at the government programmes in the last year in that particular field—and we can take a look at others—I don't see the kind of co-ordinated programme in which you see ministers bringing in the legislative changes that are aimed at making an overall impact on the area of unemployment.

I don't see the kind of things that I am talking about—the expenditures to meet the need in housing, for example, perhaps at the expense of some other area at this particular time; or the changes in social assistance programmes perhaps at the expense of something else at this particular time; or the change in the retirement age in the Province of Ontario to 60 years of age in order to create more jobs for more people, with the appropriate changes in supplementary retirement benefits in order to make sure people don't lose.

Hon. Mr. MacNaughton: You are aware that there have been some changes with respect to retirement age? Surely you are aware of that?

Mr. Deans: I am not aware that there are any being enforced in the Province of Ontario. I am not aware of any meaningful decreases in the hours of work in the Province of Ontario, to make sure that the work available is available to the greatest number of people. I am not aware of any meaningful increases in the minimum wage in the Province of Ontario which would mean more purchasing power in the pockets of people. Now a lot of these programmes—

Hon. Mr. MacNaughton: You do not know yet the extent to which the Ministry of Labour is pursuing that.

Mr. Deans: This is right, I don't.

Hon. Mr. MacNaughton: This is just what the minister announced the other day.

Mr. Deans: This is fine. I don't know and I should know because we have come through two years—

Hon. Mr. MacNaughton: The point is you will know.

Mr. Deans: I will know! We have come through two years of the highest unemployment this province has had in a decade. It's not much use to say to me that we will know at some point the involvement of the various

ministries if, in fact, the problem itself is getting to such a level that even the kinds of minimal changes we are accustomed to are going to have no impact.

Hon. Mr. MacNaughton: If I may interject this, Madam Chairman. This should mean that you support entirely the operations and recommendations of COGP—the new structure of government and policy determination. You should support that entirely because this is the very thing which is taking place right now.

Mr. Deans: I may well support it entirely if I could see the results.

Hon. Mr. MacNaughton: Do you press a button and turn this on overnight?

Mr. Deans: Let me say to you, then, pressing buttons—

Hon. Mr. MacNaughton: Is that the way you would do it? Press a button and cause confusion in the middle of the stream until you have studied it, analysed it, used the computers as you say? Is that the way you would do it?

Mr. Lawlor: We don't know whether you are a good co-ordinator.

Mr. Deans: What I want to—

Hon. Mr. MacNaughton: Let's hope you'll find out. Let's hope you'll find out.

Mr. Deans: Let's hope I—it's not a matter of my finding out—

Hon. Mr. MacNaughton: Let's hope you'll find out in due course.

Mr. Deans: It's not a matter of my finding out. If I could have seen the government come forward at the beginning of the year, for example—or now even—and say that we have a programme which will be put into force over the next five months which will be designed to bring about a reduction in the unemployment picture and introduction of more employment; that that programme will include policy changes in the various areas, and that we have re-evaluated our expenditures through Management Board to make sure that the money is channelled—

Hon. Mr. MacNaughton: That is pure oversimplification in my book. Pure oversimplification.

Mr. Deans: I am not sure about that.

What is so difficult about increasing the minimum wage? What is it that requires so long about increasing the minimum wage? What is it that is so difficult about decreasing the maximum hours of work in the Province of Ontario? What is it about bringing in legislation to make it more desirable to retire at an earlier age? What is it that is so difficult about determining to spend more money on supplementary pension benefits?

What is so difficult about determining a policy that will bring about the building of houses in the Province of Ontario—not simply making money available once in a while, if the federal government brings forward the money, but rather getting into the field and, where it won't be done, doing it?

What is so difficult about increasing the allowances and pensions? What is so difficult about encouraging the people on social assistance to make use of the talents that they have to find work, and at the same time not reducing their income in order that they can maintain themselves, at least at the level to which they have been accustomed on the minimal allowances they are getting?

In other words, what is so difficult about those small things, which would have, I would suspect, substantial results in the Province of Ontario? Why does it require the government to start over again with the implementation of the Management Board? Surely the Management Board should be carrying on some of the functions that were previously carried on by the Treasury Board, which I assume—

Hon. Mr. MacNaughton: Madam Chairman, the Management Board is.

Mr. Deans: That is right, but what you are saying to me is that the Treasury Board never did any of these things.

Hon. Mr. MacNaughton: Madam Chairman, I think it is fair that I interject at this time.

Mr. Deans: I don't think it is fair at all.

Hon. Mr. MacNaughton: You don't think it is fair?

Mr. Deans: No.

Hon. Mr. MacNaughton: I don't know whether the committee is to provide a soap-box for every politician who wants to come in here, or whether it is going to examine the estimates and determine what is being done.

Mr. T. P. Reid (Rainy River): Here's another one.

Hon. Mr. MacNaughton: If this is going to be a political soap-box for everybody who comes in this room, we will never get through the estimates at all, Madam Chairman.

Mr. Deans: That's right.

Hon. Mr. MacNaughton: It is.

Mr. Deans: On a point of order, Madam Chairman. The custom in the committee is to allow leadoff speakers to speak. We have deviated considerably from that custom in this committee, and I'm surprised I was not aware that this committee had so altered the accepted procedures as to permit ministers to make statements at any time they please.

Mr. Lawlor: We have a particular obstreperous minister.

Mr. Deans: I don't object to the minister interjecting, but the minister seems —

Hon. Mr. MacNaughton: You have got a minister who has some opinions, the same as you have. Let's put it that way.

Mr. Deans: —the minister seems bound and determined to disrupt the normal procedures of this committee, and I object to that.

Mr. Reid: I wish Madam Chairman would keep the minister quiet.

Madam Chairman: Mr. Deans, please proceed. I have to say that at a certain point it seemed to me that you were raising your voice as if you were asking a question which you expected answered at that point.

Mr. Deans: I apologize. That is my manner of speaking.

Mr. R. F. Nixon: I thought that, too.

Mr. B. Gilbertson (Algoma): That's what I thought.

An hon. member: So did I.

Madam Chairman: If you like, go right ahead and make the points. Then we'll ask the minister to make a statement in reply.

Mr. Deans: I certainly do—

Madam Chairman: I am sorry.

Mr. Deans: No, it is quite all right.

Madam Chairman: I thought you wanted it this way.

Mr. Deans: I appreciate your intervening on my behalf and saving me from the minister's tongue-lashing.

Hon. Mr. MacNaughton: All right. I will do my best not to do that again, Madam Chairman, if I could address a question to you?

Madam Chairman: Sure.

Hon. Mr. MacNaughton: To keep a note of what the hon. member is saying is very difficult because it flows; it isn't specific, it rambles all over the place. I find it rather difficult.

Interjections by hon. members.

Madam Chairman: Mr. Minister, suppose you answer the things that strike you at the time—or that you can jot down on your pad. If there are some other points Mr. Deans wants to take up with you, perhaps he could just—

Mr. R. F. Nixon: He could put his hand up.

Madam Chairman: —repeat them again.

Hon. Mr. MacNaughton: Who me?

Mr. Reid: One finger for—

Hon. Mr. MacNaughton: Please may I be excused?

An hon. member: Thank you very much.

Mr. Deans: I want to tell you that I can see we've got the wrong chairman in the wrong job. In fact you should be the chairman of the Management Board, because you seem better able to understand how to run things.

Interjections by hon. members.

Mr. Deans: Anyway, we may be able to bring that about at some point.

An hon. member: Get a hold of yourself.

Mr. Deans: That's okay. The reason I raised that specific matter—and I could raise a number of others—there are a number of policy fields. But I want to see what it is that the Management Board, in fact, does. In the five months that it has been in existence, right up to the last week, which appears to be the week that the House will rise for the summer recess, I haven't seen the kind of indications coming out of the government that show the co-ordination of policy to

meet a specific objective, with all of the various policy areas and ministers coming forward with their recommendations and changes. I haven't seen evidence of that.

It certainly wasn't evident in the previous Treasury Board; at least not to my naked eye, and I don't wear spectacles yet.

It might be interesting to hear from the minister how it is they intend to co-ordinate that; and what's so difficult about some of the rather minor changes that are recommended to him for consideration.

Now the next question is in regard—and that was about programme analysis by the way, so that you can answer it. Make a note of that if you want.

The next is the matter of consolidation of the ministerial estimates—

Mr. Lawlor: I don't think he notes anything!

Hon. Mr. MacNaughton: You would be surprised, Pat. You'd be surprised what we're making a note of, Pat.

Mr. Deans: Yes, that's fine.

I would like to know just exactly what it is. I hope that you'll be able to tell me when I stop speaking, in about another few minutes, what is meant by consolidation of ministerial estimates?

How do you do it? Are you talking about this booklet, or are you talking about something other than this?

Hon. Mr. MacNaughton: No.

Mr. Deans: The other matter is the whole matter of management improvement.

I've got to tell you that it's sorely needed. In fact you could begin right at the level of the Management Board. I can think of nothing that will be destructive of the whole employment process in government than the recently-introduced legislation by the Chairman of the Management Board. If that is a reflection of the kind of management improvement that's going to take place in the Province of Ontario, then I pity the civil servants of the Province of Ontario.

If the various managers at the various levels of government services are going to take their tone from the expressed views of the Chairman of the Management Board, and secondly from the legislation which he introduced by way of asserting what he chooses to call "managerial rights," and this will be civil service; I've got to tell you that

I think that there is a course desperately needed in this province, starting right at the uppermost level of government, in terms of what are and what are not reasonable rights of employees in the Province of Ontario.

I was sorely disappointed—surprised to begin with—and then disappointed and dismayed, that the minister continued to put forward the sections of the—

Hon. Mr. MacNaughton: I would suggest that I put up my hand. I put up my hand.

Mr. Deans: Fine! I can see it.

Hon. Mr. MacNaughton: Once again, I may be wrong but—

Mr. Deans: You noticed I stopped when you put it up.

Mr. Reid: Can we count on this in the next four years?

Hon. Mr. MacNaughton: Yes, thank you very much.

Interjections by hon. members.

Hon. Mr. MacNaughton: It worked out very well. Thank you, thank you!

Interjections by hon. members.

Hon. Mr. MacNaughton: No; I'm quite confident that the hon. member will not agree with me but as I said before, I'm not sure this is the way to pursue the estimates that are before us. If it's the function of an estimates committee—

Mr. Deans: Are we back at that again?

Hon. Mr. MacNaughton: —to listen to philosophical speeches—

Mr. Deans: It is.

Hon. Mr. MacNaughton: Then I am wrong again; and if you say so, Madam Chairman, I won't raise the subject again.

Madam Chairman: Mr. MacNaughton, it has been a pattern in the estimates that we have been following to date, to receive preliminary statements before we commenced the discussion of items in each vote—to receive statements which range in quite a broad, philosophical vein.

Hon. Mr. MacNaughton: Okay; all right!

Madam Chairman: Then if the minister chose, he commented on those statements as he could; and then we proceeded to get

down to a very businesslike discussion of items and votes one by one.

Hon. Mr. MacNaughton: As long as we get to the businesslike discussion, Madam Chairman, I'm happy.

Madam Chairman: I assure you when we get to the businesslike discussion it's very businesslike.

Hon. Mr. MacNaughton: Fine; thank you!

Madam Chairman: Mr. Deans; please continue.

Hon. Mr. MacNaughton: Excuse that intrusion then, Mr. Deans, proceed.

Mr. Deans: No, that's quite all right.

Mr. Lawlor: You are still learning!

Hon. Mr. MacNaughton: I learn every day, Pat; that's the problem, Pat, you never learn!

Mr. Deans: I'll ask you—

Mr. Lawlor: I'm going to put my hand up in a minute.

Hon. Mr. MacNaughton: On with the philosophy!

Mr. Lawlor: You've turned philosophical; but in vain every time, not knowing the difference between philosophy and nonsense!

Hon. Mr. MacNaughton: Well, you should know, I say to the hon. member.

Mr. Deans: All right! I want to say to you then, to get back to where I was, if I can remember; the whole—

Hon. Mr. MacNaughton: If you can't it's all right with me, too.

Mr. Deans: All right; fine! The—

Mr. Lawlor: Did we say before we started that we would get his dander up?

Hon. Mr. MacNaughton: You haven't yet anyway.

Mr. Deans: Never mind; at 3 o'clock in the morning you won't be so obstreperous.

Hon. Mr. MacNaughton: I'm enjoying it.

Mr. Deans: On the whole matter of management improvement, I'm going to tell you that when I read that section dealing with what are called "management rights" in the legislation recently introduced by this minister, I can hardly believe that you've any-

where to go but up in terms of management improvement! I think that the—

Mr. R. F. Nixon: That's not in this estimate at all.

Mr. Deans: It is.

Madam Chairman: No, I'm sorry. It's not.

Mr. Deans: What isn't?

Madam Chairman: You're taking—

Mr. R. F. Nixon: That's another department.

Mr. Deans: Civil Service. Yes, but I cleared it with Madam Chairman before, I stated that I would deal with the entire matter.

Mr. R. F. Nixon: No, you said that's what you understood!

Madam Chairman: I am sorry. We are dealing with Management Board directly at the moment. We will take Civil Service separately later.

Mr. Deans: Now, wait a minute. I am talking about what the COGP said ought to be a function of the Management Board.

Mr. R. F. Nixon: Well, that is different.

Madam Chairman: All right. I am sorry, I thought you were dealing with Civil Service.

Mr. Deans: No, goodness gracious.

Mr. R. F. Nixon: If you want to talk about the new legislation, the civil service employment would fit right in there.

Mr. Deans: It would indeed, and now that you mention it, maybe I should do that. But the COGP says quite clearly about the management of others' resources: "The Management Board would also be responsible for policies on common services programme analysis, the consolidation of ministerial estimates, management improvement and overall organizational design."

Mr. R. F. Nixon: Where's employment?

Mr. Dean: Management improvement. I say that management improvement leaves a lot to be desired if it is reflected in the kind of legislation brought forward by this minister on behalf of the government.

Mr. R. F. Nixon: I see.

Mr. Deans: You couldn't have tied it any more neatly yourself. Nevertheless, I am

going to give you the benefit of not hearing all I had to say.

The whole matter, as far as I am concerned, is that when you talk of management improvement, you are going to have to talk about it honestly.

There can't be management improvement unless you recognize that there are changes in management functions, and management functions include permitting employees to be a part of the decision-making. The things that affect their day-to-day lives and their employment are very much an input into the kinds of management that you have.

If managers are going to be trained and educated to meet the day-to-day commitments of the changing society they live in and the changing workplace they are supposed to work in, they are going to have to recognize that the employees with an interest—although not a vested interest in some instances, but an interest just as deep as the interest of people who have a financial investment in any other organization—have something to say about the way things operate.

And those things have to be permitted to be said legally. You can't simply stick a suggestion box on the wall outside the door and ask if they have a view of how things ought to be or if they think there ought to be changes in the way in which we apportion work or if they think there are worthwhile suggestions to be made about the numbers of people doing any particular job or if they think there is worthwhile input from employees into the way in which materials or machinery is used, purchased or located. They have to feel a part of the total operation.

But by the recently passed legislation, Bill 105, you have completely eliminated all of the more modern concepts of participation by the worker in the day-to-day operations of the place he works. I suggest to you that if you are going to have a reasonable management improvement course within your operations, and if it is going to be ongoing, then surely to goodness you are going to have to include some of the more modern functions which are going on outside of government—and I don't think you are doing that.

As far as the overall organizational design is concerned, I looked at it and I would be interested to have the minister tell me just how you arrive at some of the conclusions in regard to the locating of certain kinds of operations within certain departments. How

did you decide, for example, to move the conservation authorities branch out of the Environment? How do you come to those kinds of conclusions in setting up your overall design?

It would seem to me that for that particular one, which is the one which comes most readily to mind, the whole matter of the Ministry of the Environment involves having a vehicle to implement its policies; and the conservation authorities branch was, in fact, a vehicle to implement the policies of the Ministry of the Environment, a very useful and probably the most-used vehicle outside the OWRC.

I don't understand how the decisions are made; what kind of procedure you go through to determine what ought to be placed where. I would like to have the minister tell me in more detail what it was that determined that things like the conservation authorities branch would be moved from Environment to Natural Resources where it obviously sticks out like a sore thumb?

There are other things but I will let them go for the time being.

Mr. Lawlor: Where did you get the Solicitor General from?

Mr. Deans: Yes, that is another; whatever prompted you to make a Solicitor General? Anyway, I am not going to get involved in that. That is all I wanted to say by way of some comments, Madam Chairman. The minister, I am sure, has copious notes and he will be wanting to speak for a while. I promise not to interrupt him other than to ask questions.

Hon. Mr. MacNaughton: That is all I was doing, as a matter of fact.

Mr. Lawlor: He put his hand up first.

Hon. Mr. MacNaughton: Yes, I was polite, I put my hand up first.

Madam Chairman, there are members of my staff here. That is one of the reasons for coming to committee, because we can expand on the information we give to the hon. member. Mr. Bayly, the secretary of the Management Board, is a member of COGP and I think I will ask him to make some observations first in reply to the hon. member.

Mr. Bayly: Madam Chairman, I think, as a member of COGP, perhaps the best contribution I can make, in view of what Mr. Deans has said, is to comment on the struc-

ture of Management Board to which the minister has already alluded.

In considering the makeup of this board, COGP tried to look at the whole decision-making process in government bearing in mind that there were two major kinds of policy decisions to be made. First of all, there are the administrative policy decisions; the policy decisions dealing with administrative matters which are generally looked on as being the field of activity of Management Board. Then, of course, there are policy decisions which don't involve administrative matters, which are perhaps the reason for the establishment of the Policy and Priorities Board.

You will notice in the COGP interim report No. 3 that the Management Board has an independent chairman, in the sense that he no longer has operating departmental responsibilities. Each of the policy fields is represented by at last one operating minister in that policy field, and in the case of the resources policy field there are two. The Treasurer and Minister of Economics and Intergovernmental Affairs is represented. This seems like an obvious choice in view of the fact that he is the minister concerned with the development of fiscal policy, taxation policy and the borrowing policy of the government. On all of these things he recommends to cabinet what the stance of the government should be.

In addition, there is a vice-chairman, who is also the Minister of Revenue. Finally, there is the Minister of Government Services, who is in a sense the deliverer, if this is a fair word, of many of the—I hate to use the word programmes—central resource allocation activities of the government which are controlled through Management Board.

Mr. Deans alluded to the matter of the provincial secretaries for the policy fields not being on Management Board. I think in the collective mind of COGP, first of all, there was no thought that they were super-ministers. It was the view of COGP that all ministers were equal in the cabinet. Secondly, the COGP saw that the policy ministers would obviously have a very big plateful dealing with policy decisions or comparing the programme alternatives which came before the policy fields and that their time-tables would undoubtedly be very full.

What I have tried to say here is that there are links into Management Board from various decision-making parts of the government and in this sense, it is sort of a nucleus. Sorry?

Mr. Deans: That's okay. I'm learning. I wonder if I could ask you—doesn't it mean, in effect, that the provincial secretary sits on the Policy and Priorities Board? Am I correct there?

Mr. Bayly: Yes.

Mr. Deans: Right. He makes the decision in regard to the appropriateness of certain policies and the priority of certain policies. Then a minister at the ministry level sits on the next level. That's the one who decides whether or not to spend the money. He makes the decision which policies will then be pursued on the basis of the money available. So, he has more say than the provincial secretary in the final analysis.

Mr. Bayly: I'm afraid I haven't been very clear.

Mr. R. F. Nixon: He couldn't possibly hold up a programme that had been approved by cabinet surely?

Mr. Bayly: No. I haven't been very clear, Madam Chairman. I've tried to illustrate it.

Mr. Deans: The Leader of the Opposition asked, and this is what I didn't understand in the first explanation, if they're not able to hold up a programme that's been approved by cabinet, what really is the function? If the Policy and Priorities Board decides the policies and priorities, recommends them to cabinet and cabinet makes the decision that these are the things it will go ahead with, what really does the Management Board have to do with it?

Hon. Mr. MacNaughton: May I answer that?

Mr. Deans: Yes. Please do.

Hon. Mr. MacNaughton: Cabinet does not make up its mind until the input associated with policy recommendations has been determined, first, in the recommendation stage by the policy field committee and then in further distillation, if you wish, of the recommendations by the Policy and Priorities Board. From there, they are recommended to cabinet, and they're recommended in terms of priority ranking.

Mr. Deans: Fine.

Hon. Mr. MacNaughton: At that point, when it comes to the time to determine the estimates, based on the input of the Treasurer, who knows or indicates the extent to which the economy can produce certain funds

for the implementation of any programmes, that's when the policy decisions are dealt with at Management Board. Management Board does not determine policy.

Mr. Deans: Well, doesn't that—

Hon. Mr. MacNaughton: Management Board recommends to cabinet whether, in determining the estimates, funds are available for all the policies that are recommended.

Mr. Deans: If they're not available, in fact, Management Board, made up of individual ministers who have some interest in the furtherance of their own ministries, are making the decisions rather than the people like the provincial secretaries, whose interests are in the general policy field. Doesn't it strike you as odd, if a decision has to be made, that it's going to be made by someone at the ministry level rather than at the policy level, as to which of the policies can be cut or which of the policies can be diluted?

Hon. Mr. MacNaughton: Let me try this another way. I think it's important that policies be evaluated.

Mr. Deans: All right. I'm listening.

Hon. Mr. MacNaughton: There are many policy proposals. Every operating ministry will have its own ideas about what it should produce in the way of policies. The vetting of policies, as I've pointed out and I repeat once more, is determined by the policy field committees first, which can recommend certain policies to the Policy and Priorities Board of Cabinet. This brings it another step forward. There's a determination made at that level as to the policies which shall be recommended to cabinet. Cabinet, in the final analysis, makes all decisions with respect to policy. Am I clear now?

Mr. Deans: Yes, of course.

Hon. Mr. MacNaughton: All right.

Mr. Deans: The only thing you're not telling me is that you have yet to mention the Management Board.

Hon. Mr. MacNaughton: The Management Board takes it from there and determines the extent to which the policy can be implemented before it becomes final within the limitations of available funds. Shall I put it that way?

Mr. Deans: So, they have more say than any of the other three, in fact?

Hon. Mr. MacNaughton: Management Board can't decide. It can only come back and recommend to cabinet.

Mr. Deans: So it goes back to cabinet again?

Hon. Mr. MacNaughton: Yes. Management Board only recommends it to cabinet. We recommend to cabinet what the decisions of cabinet should be, but the cabinet's determination is final.

Mr. Deans: Okay. So the cabinet sees them twice? That's the one step that was missing in the whole thing.

Hon. Mr. MacNaughton: Well, that's it.

Mr. Deans: Okay. So, it comes out of the cabinet with decisions as to what they would like to proceed with. Management Board then tries to fund it.

Hon. Mr. MacNaughton: It's vetted, let's say, by Management Board. That's right.

Mr. Deans: All right. Fine.

Madam Chairman: Does Mr. Bayly have anything else he wants to add?

Mr. Bayly: Madam Chairman, I might just speak from Management Board's point of view. The chief concern of Management Board is with the efficiency and the economy and the manner in which the means of achieving the programmes are handled—not the programmes themselves. It is the means, rather than the ends, which are the chief concern of Management Board—their efficiency and their operational effectiveness.

Madam Chairman: Have you anything further, at this point, Mr. Bayly?

Mr. Bayly: No, thank you.

Madam Chairman: Fine. Thank you very much Mr. Minister, Mr. Deans, Mr. Nixon. Can we start now on vote 401, item 1, general administration? Is this a subject you want to discuss or does this item carry?

Mr. Lawlor: Madam Chairman, I don't know where to fit things in on this vote at all. On your ADP programme you have recently—you've got more than 14 computers now?

Hon. Mr. MacNaughton: Mr. O'Neill, would you like to comment on that, please?

Mr. Lawlor: Yes, give us a picture of your systems, your computers, where they are and who handles them.

Mr. J. G. O'Neill (Executive Director, Management Services Division): Yes, Madam Chairman. In answer to Mr. Lawlor's inquiry, there are four computer centres in the regular ministries that draw funds from the consolidated revenue fund. This does not include the computers in some of the semi-autonomous agencies—I almost hate to use that word after Mr. Nixon's reference to Hydro—such as Hydro, the Workmen's Compensation Board and the Liquor Control Board.

Each of the computer centres provides a service to all departments depending broadly on the type of data processing service that is required. For instance, the centre at Transportation and Communications is primarily an engineering and scientific-oriented installation. It does work, of course, for Transportation and Communications, but a number of other departments, for instance, the Ministry of the Environment, have a fair amount of work done there.

There is the health data centre which primarily processes the Health Insurance Commission work, and medical care. It also does work for some of the other health agencies. There is the education data centre which, again, does work primarily for the Ministry of Education but also serves a number of school boards. There is the—

Mr. Lawlor: Does this serve OISE too?

Mr. O'Neill: Yes, it does serve OISE but OISE also has a long-line arrangement with a commercial computing installation operated by General Electric.

Mr. Lawlor: I should have known it.

Mr. O'Neill: There is the computer services centre, as it is called, which is an outgrowth of the former Treasury installation. It specializes in a more administrative type of data processing activity.

The COGP recommendation, in interim report No. 5, saw some need to have perhaps some improved co-ordination through one overall management of all computer installations; and, dealing with the human resources side, a central agency that would provide some systems and programming services to separate agencies or divisions which would, presumably, come under the new Ministry of Government Services.

That recommendation is now under review by a steering committee under Mr. Eberlee's guidance, and perhaps Mr. Eberlee might want to make some comments on that. There is a steering committee looking at that for

implementation. Have I answered your questions, Mr. Lawlor?

Mr. Lawlor: Yes, that's very fine and fair.

Could you give us any idea, for example the report says that for the fiscal year 1971-1972 the total costs for ADP service is estimated at \$23 million. The projections indicate that in the fiscal year 1976-1977 the costs will be \$40 million. What is your estimate for this year? You don't see it specially set out here anywhere as to what these services are going to cost?

Mr. O'Neill: They are set out in each of the ministry estimates under a separate line; is that not right, Mr. Strauss? I stand corrected by my colleague.

Mr. Lawlor: Have you any idea what the total figure there would be?

Mr. O'Neill: I think it is 24.

Mr. Lawlor: It is 24?

Mr. R. F. Nixon: Aren't the computer services listed in the estimates of the departments which in fact, get their computer services from this arrangement?

Mr. O'Neill: Yes, there is a charging process. There is a computer services centre, and each of them are listed under the land-lord ministry, if you like, to which they report. There is a charge of provision to each of the users.

Mr. Lawlor: One thing for which I would like to prevail upon the minister in this regard, for the purposes of members of the Legislature, of the House, is there something, somewhere in one of these reports, saying when the staff moved—when you swung over a few years ago—the cost was only \$3 million. You say it is going up to \$24 million now.

The staff were not really clued-in to the operations of these computers and some re-training had to take place. You point out that a certain percentage of the total—was it eight per cent of the total number of people in the civil service at the present time—were engaged in ADP in one way or another.

You know we speak off the cuff on this, would the minister consider—

Mr. R. F. Nixon: What is ADP?

Mr. Lawlor: Automatic data processing.

Mr. R. F. Nixon: I thought it was something that had just been made legal.

Mr. Lawlor: It is a new pill that you take. It not only prevents life, it prevents death.

Mr. O'Neill: I might say to Mr. Nixon's comment that ADP is a much more inclusive term than EDP; EDP being electronic data processing and ADP being automatic data processing. In other words you can do data processing by means other than electronic, just simple electrical and mechanical.

Mr. R. F. Nixon: Or with knitting needles!

Mr. Lawlor: Right! Abacus or ouija board.

Hon. Mr. MacNaughton: I have an abacus in my office.

Mr. Lawlor: That is just my point, Mr. Minister. I say if you would consider, some time next fall or next winter, from your department or those in charge of data processing in all its phases, if we could hear something by way of some communication from the department, a lecture if you will. You know, show us how it is programmed; what kind of thing is feasible for systems analysis and feeding into the computer. What results are obtainable in this particular way, particularly with respect to the computers now in central data processing which were previously in Treasury. There were two of them there.

That kind of thing, for us who are interested, is of invaluable assistance. It is going to be more and more necessary that we know the operations. It now falls under your overall control, and I think we should be clued in.

Mr. R. F. Nixon: Where are these central locations where these three Management Board computers are located? Are they in the basement of the Treasury? Have you got them right down there by the vault?

Hon. Mr. MacNaughton: That is where they are located. Whether there is any particular association with the vault or not I can't say.

Mr. R. F. Nixon: Oh I don't know; I just like to think of them down there!

Hon. Mr. MacNaughton: They are in the basement of the Frost Building. I could say to Mr. Lawlor that much of what he is interested in is in interim report 5.

Mr. Lawlor: Yes.

Hon. Mr. MacNaughton: Much of it is there, but I see no difficulty in arranging a seminar for the members and making a presentation emanating from report 5, if you wish.

Mr. Lawlor: Exactly.

Mr. Deans: Could I make a suggestion? That you send out a list first and make sure that you get more than Mr. Lawlor at it, so that, maybe, you could decide what size hall and how many lunches to buy.

Mr. R. F. Nixon: You used to ask us to Treasury Board meetings. Do you remember, one time you did?

Hon. Mr. MacNaughton: You never came so I gave up the idea.

Mr. R. F. Nixon: I wasn't asked properly. You just said, "Some day we'll ask the people over just to see what we do here and what we have got in that great big building with the vault and the computers and all the big offices." I mean, you know there is a feeling that—

Hon. Mr. MacNaughton: We did invite the caucuses to the data processing centre, and some came and some stayed away.

Mr. R. F. Nixon: I don't recall that very clearly.

Hon. Mr. MacNaughton: I don't think you came. As I recall it, you didn't turn up but we did that—

Mr. R. F. Nixon: Now, look, as a matter of fact, you are going to have to show me the copy of the invitation. I think it was either you or Mr. McKeough last year who said, "We have been talking about the Treasury Board and you should come over and see just where we work and what decisions are made." We thought that was a good idea but you fellows have been awfully busy.

Hon. Mr. MacNaughton: That is quite right. Madam Chairman, may I extend an invitation now and suggest that maybe Mr. Bayly and his staff could arrange it for sometime this week?

Mr. R. F. Nixon: This week? No way.

Hon. Mr. MacNaughton: When are we going to have you all here?

Mr. R. F. Nixon: Next week.

Hon. Mr. MacNaughton: Are you going to be all here next week? I'll make a note of that. We've got more time than I thought we had.

Mr. D. A. Paterson (Essex South): Madam Chairman, might I ask a question at this point concerning the computers? Two or three years ago a group of us were out at the health centre and spent several hours there. It was indicated at that time that possibly they were going to get new, faster and more efficient equipment. Has that, in fact, arrived there?

Mr. O'Neill: Not as yet. They are undergoing a feasibility study. As you understand, they have considerably changed responsibilities since the designated agents have been phased out.

Mr. Paterson: In fact, possibly this better equipment may not be necessary?

Mr. O'Neill: It might not.

Mr. R. F. Nixon: Weren't they encumbered with two non-compatible computer systems?

Mr. O'Neill: Yes, they had two different computer systems.

Madam Chairman: Mr. Lawlor, does that complete for you?

Interjection by an hon. member.

Hon. Mr. MacNaughton: It's been corrected now.

Mr. O'Neill: We have had an organizational joining, of course.

Madam Chairman: Have you got more questions, Mr. Lawlor?

Mr. Lawlor: No, thank you, Madam Chairman.

Hon. Mr. MacNaughton: To come back to the request of Mr. Lawlor, I would say we will be pleased to set up a seminar at a time that is convenient.

Mr. Lawlor: I would suggest next fall.

Hon. Mr. MacNaughton: At a convenient place. Shall we say in the Macdonald Block where some of the offices or rooms are? I make that a commitment.

Mr. R. F. Nixon: Where is your office—in the Treasury?

Hon. Mr. MacNaughton: It is on the fourth floor of the Frost Building temporarily. We will be moving to the seventh floor, hopefully, in about a month.

Mr. R. F. Nixon: Have they fixed it up a little bit up there?

Mr. Paterson: It is the sun deck.

Hon. Mr. MacNaughton: No, actually not. The seventh floor is going to be occupied by the Treasurer on the south and the Chairman of Management Board on the north with some staff—

Mr. R. F. Nixon: Always in the middle.

Hon. Mr. MacNaughton: Well, I—

Mr. R. F. Nixon: No, sorry.

Hon. Mr. MacNaughton: I think the elevators are in the middle, if I am not mistaken.

Mr. Deans: Before you leave the vote, you are going to purchase your furniture for your suite through central purchasing, I hope?

Hon. Mr. MacNaughton: We have just indicated our requirements to the Ministry of Government Services and what they give us we will accept.

Madam Chairman: Is item 1 carried?

Mr. Deans: An orange crate in the corner.

Hon. Mr. MacNaughton: I'd like two orange crates maybe.

Madam Chairman: Carried.

Item 2, programmes and estimates.

Carried?

Carried.

Item 3, management services.

Carried?

Carried.

Item 4, programme review. You have pretty well done that, haven't you?

Carried?

Carried.

Item 5, implementation of recommendations of the Committee on Government Productivity. Are you satisfied with the explanation you had on that, Mr. Deans?

Mr. Deans: I am satisfied I am not going to get any more answers.

Mr. R. F. Nixon: I'd like to hear Mr. Eberlee, with the minister's permission.

Hon. Mr. MacNaughton: Quite right. I was about to suggest, Madam Chairman, Mr. Eberlee's comments might be a good thing for the committee at this point, because he is charged with the responsibility of implementation, though I do not wish to prolong the committee.

Mr. T. M. Eberlee (Deputy Minister, Management Policy): The problem, Madam Chairman, is to know where to start and then where to stop on this particular subject.

Hon. Mr. MacNaughton: Three minutes or maybe four, Mr. Eberlee, should do it.

Mr. Eberlee: May I pick up one example? Mr. Deans asked why, for example, the conservation authorities branch was transferred from the Ministry of the Environment to Natural Resources. This was something that occurred as a result of the implementation exercise. The old Department of Lands and Forests had objectives with respect to its management of lands and waters which were precisely the same as the objectives of the conservation authorities branch. For that reason the branch was moved in there and attempts made to concert objectives.

I suppose, essentially, this was the basis of the whole implementation exercise. We are now dealing with individual ministries, helping them to refine their organizations, carry forward and achieve the objectives of COGP. We are also dealing with the ADP report and the other reports that will be coming out.

I guess that's about three minutes?

Mr. Paterson: I'll put you on the record—2½.

Mr. Deans: The other thing that always bothered me was the movement of the Ontario Municipal Board into the justice field. When you say, for example, that the conservation authorities had objectives similar to those of the lands and forests, that is true. They also had objectives quite similar to the objectives of the environment branch. If you were to ask them, they would probably tell you that they were as interested in the environment and the protection of the environment as they were in the objectives of the former Department of Lands and Forests.

Mr. Eberlee: Yes, quite true.

Mr. R. F. Nixon: What is more the utilization—

Mr. Eberlee: Of course, they were managing—

Mr. Deans: That's right.

Mr. Eberlee: —lands and waters—I use that in the broadest sense—in certain designated areas of the province, while the old Department of Lands and Forests was doing the same thing in the rest of the province, sometimes even from farther upstream.

Mr. Deans: Yes, quite a bit upstream in most instances.

Mr. Eberlee: The conservation authorities were dealing with questions of recreation; they were managing forests—

An hon. member: Parks.

Mr. Eberlee: The same sorts of skills were required so that they were more at home, as it were, in the Ministry of Natural Resources. Mind you, in many of these things, it's seven of one and five of the other—sometimes it's six of one and half-a-dozen of the other.

Mr. Deans: Yes. What about the other? If you can tell me, I'd be interested in knowing. Why would you take the Ontario Municipal Board, which exercised a great deal of discretion—

Mr. Eberlee: An attempt was made to group the quasi-judicial agencies, or most of them generally in relationship to the Attorney General, and to pull them away from the operating ministries in the fields that they covered.

Mr. Deans: I, for one, don't happen to think it makes a lot of difference whether a particular function like that is in the Department of Municipal Affairs or out of it. If the Department of Municipal Affairs want to speak to them, they know where they are. I always liked the idea—and this is just a very personal observation—of the Ontario Municipal Board being separate and apart from the justice field. Although it dealt with justice in its truer sense of the word, perhaps, it wasn't as legalistic in its approach on many occasions as a truly justice approach.

Hon. Mr. MacNaughton: Except there can be appeals from the Municipal Board decisions on a basis of law, as Mr. Lawlor will know.

Mr. Deans: Well, that's fine. That would be fine.

Hon. Mr. MacNaughton: It seemed to be a good locale for it.

Mr. Deans: I think the people out in the municipalities felt they had more ready access to the board because it wasn't truly a legal board. It was legal enough, but it wasn't set up the same way.

I have come across two different kinds of chairmen at the board, I don't mean the chairman, Mr. Kennedy; I mean at the level of hearings—the one who was extremely legal in his interpretations, and the other who wanted to hear the story. I happened to like the one who wanted to hear the story and who made his decision based on what appeared to be the best interest of the people involved. That is why I was concerned when that was moved because they may take on an entirely different interpretation.

Hon. Mr. MacNaughton: I would like to hope, Mr. Deans, that while perfection is very difficult to attain, we are approaching the obvious fact that problems are horizontal and the structure has been vertical. We are trying to reach this horizontal approach. We hope the implementation process will lend itself to more of the interflow of thought, idea, work, if you like, between departments, whereas that didn't always characterize things.

I think it is a good move. There was a time when each department was a little empire of its own, with a monolithic or vertical structure. The problems are now horizontal, so this is an attempt to horizontalize, if you wish, the structure of government to cope with it. It will take some time. Implementation will take some time too.

Mr. Deans: In the Throne Speech there was a statement in regard to a review of the OMB functions and that, together with the move to justice, was a rather worrying factor. Are you able to tell us whether you have anything to do, at the Management Board level, with the implementation of such a review under the programme review?

Hon. Mr. MacNaughton: No, I would be inclined to think that is a policy review rather than an actual programme or implementation review.

Mr. Deans: Then you can't tell us if that is still—

Hon. Mr. MacNaughton: No, I can't.

Mr. Lawlor: The Attorney General told us this afternoon that he would bring legislation in very shortly.

Hon. Mr. MacNaughton: Yes, we will hear about it.

Mr. Deans: It will become a legal board—?

Madam Chairman: Is there anything further on this item?

Item 5 carried.

Vote 401 agreed to.

On vote 402:

Madam Chairman: Vote 402? Item 1.

Item 1 carried.

Madam Chairman: Item 2:

Mr. R. F. Nixon: Just further on Task Force Hydro. The amount voted for this in the coming year is \$250,000, with \$500,000 last year. This is a very expensive review when you consider that three-quarters of a million dollars is being spent by a group under Mr. Muncaster's direction to examine Hydro. I can hardly see how you can spend that much money.

It says under services, which is the biggest item, \$165,000. I would like you to explain, if you would, just what that would involve?

Hon. Mr. MacNaughton: Mr. Damp, can you enlighten the committee on that?

Mr. R. F. Nixon: What is the gentleman's function? I thought he was a centralized purchaser.

Hon. Mr. MacNaughton: No, no, Mr. Damp is in the employ of COGP. You can explain—

Mr. R. F. Nixon: Is he the guy who—?

Hon. Mr. MacNaughton: I will let Mr. Damp tell you.

Mr. Damp: No, I assisted Dr. Fleck and I am around to clean up.

Mr. R. F. Nixon: You have quite a broom there to wield.

Hon. Mr. MacNaughton: He handles it well.

Madam Chairman: Mr. Damp, just before you commence, I would like—

Hon. Mr. MacNaughton: He is also vice-chairman of the central supply committee; that is how he came in on the other question.

Madam Chairman: I would just like to tell the assembled company that when Mr. Sulkko, the clerk, returns, he will take your orders. The minister very kindly has offered some refreshment in a few minutes.

Hon. Mr. MacNaughton: Non-alcoholic, I might say.

Mr. J. P. MacBeth (York West): What kind of an invitation is this?

Interjections by hon. members of committee.

Hon. Mr. MacNaughton: I will look after the other in another way.

Madam Chairman: I am sorry, Mr. Damp.

Mr. F. Drea (Scarborough Centre): I guess maybe we can keep going for a while.

Mr. R. F. Nixon: Under those circumstances, that \$750,000 doesn't look as bad as I thought.

Mr. Damp: The actual expenditures for the last fiscal year amounted to \$389,312. As a result, there was a lapse of \$110,000, so it didn't cost \$500,000. The estimate of \$250,000 is contingent on completing the project in early fall.

Mr. R. F. Nixon: What are the services, if I may ask?

Mr. Damp: The services are broken down into a number of categories. There is a central staff, as was the case with COGP—

Mr. R. F. Nixon: Their salaries are listed separately, I understand?

Mr. Damp: Yes. And the services are the services of consultants and other external people. There are academics involved in the project; there are advisory committees, outside people advising the project teams as well as the committee. All of those services are fees and expenses for the engagement of outside help.

Mr. Deans: Could you tell us who?

Hon. Mr. MacNaughton: It's a big organization, Mr. Deans.

Mr. Deans: Yes?

Mr. R. F. Nixon: I am sure that the Chairman of the Management Board would be concerned himself that a study within a study had this much money allocated to it. There was on the order paper, and the minister and I talked about this, a request for a specific

breakdown in costs of the COGP expenditures over the whole period, including printing and so on, which—

Hon. Mr. MacNaughton: I filed that information; it's on the order paper.

Mr. R. F. Nixon: That was a couple of days ago, and I was interested particularly in this Task Force Hydro total amount, which seemed to me to be tremendously large under the circumstances. You can buy an awful lot of outside research for that kind of money. I'd like as much information as I can get about that.

It could be that we could ask for it on the order paper and get a printed return on it, which might be more convenient because we may not have the information here. I would do that.

Hon. Mr. MacNaughton: All right: I'll do it. All right!

Mr. Deans: Just one question then: Is there only one person hired under Productivity Improvement Project?

Mr. Damp: One—Pardon?

Mr. Deans: Is there only one person employed in the actual parent of this, the Productivity Improvement Project?

Mr. Damp: At the present time, yes.

Mr. Deans: For the \$10,000 you've allocated?

Mr. Damp: At the present time there are two people still on staff; myself and one other person. Both of us are phasing out.

Mr. Deans: Too bad!

Mr. Damp: We'll be functioning on a part-time basis through to the conclusion of COGP, when they issue their final report.

Madam Chairman: Mr. Lawlor.

Mr. Lawlor: Madam Chairman, the fourth report, which gives a review of the Task Force Hydro situation, outlines the basis upon which it's set up. They have that steering committee and then it has a central staff which is composed of people from personnel, from government departments, Ontario Hydro and private industry.

They have a number of project teams, four of which are set up and in operation, and a number of others which at this time, that is December, 1971, were promised. The four programmes of the "roll in place" project,

each one of these project teams—I'm not going to take time in committee to go over them, but I wonder if you would, along the way, supply us with information on who are the representatives on each of the several project teams, without going over it at this time?

Hon. Mr. MacNaughton: Would you like to put a notice on the order paper, too, Mr. Lawlor? We'd be glad to do that.

Mr. Lawlor: Yes; a little breakdown as to personnel and who represents what in each of these teams so we can get an idea of what's going on.

That report was to be in by May, 1972; that's the first one, the "roll in place" project. That's for the purposes of Hydro in the future, isn't it?

Hon. Mr. MacNaughton: Yes!

Mr. Lawlor: We're concerned as to whether it's fulfilling its functions and role.

Second was an organizational study, and it was again to be in by May. I would like to know whether—apparently they're on time, I understand, but it may not be so.

The third one is external financing, which was to be in by March 31. That's an extremely interesting one, which comes up in the Legislature all the time, as to capital markets abroad; and it's very heavy on the possible constraints situation. We, of course, are most interested in that area.

Finally, power costing and rate philosophy; there's a misuse of the term again.

Hon. Mr. MacNaughton: No, that one's all right.

Mr. Lawlor: In any event, then they go on—I'm sorry, page 16—and say:

A number of feasibility studies are in progress to determine what further project work may be needed. Subjects under review include the Ontario Hydro's nuclear programme, marketing, information systems, supply and construction programme, the utilization of human resources and research and development.

Then they say there may not be enough money around to conduct these. They may be able to do two or three.

Then finally they wind it all up by saying that the current timetable calls for Task Force Hydro to submit its final recommendation by June 30, 1972, on the purported day of our rising. Are they going to be in time?

By that date, can they do all these multiple tasks which would seem to me to involve an enormous expenditure of money, time and energy. I understood earlier tonight that this might be so.

Hon. Mr. MacNaughton: The report?

Mr. Lawlor: Or have they abandoned doing certain things? The report itself.

Hon. Mr. MacNaughton: No, I think not. As it says here, it was to be submitted to COGP by June 30.

Mr. Lawlor: Yes.

Hon. Mr. MacNaughton: COGP will then submit—

Mr. Lawlor: Will they have it by June 30?

Hon. Mr. MacNaughton: I understand it may be about the middle of July—so they are pretty close on target. COGP gets it tomorrow, that's quite right, but government may not get it until six weeks later.

Mr. Lawlor: There's certainly no question about Mr. Nixon's earlier statement. At one page here, "A total of 14 liaison officers have been appointed, six departments of government, the Ontario Municipal Electrical Association, and the Association of Municipal Electrical Utilities." As you say, Ontario Hydro is deeply involved, from the top to the bottom. Are they deeply involved in the sense of formulating policy determining their own future, or just feeding in information which would be—

Hon. Mr. MacNaughton: Well, of course what I say may be wrong. Mr. Damp can comment on that. I believe the reports will be reviewed and the normal follow-up on that will be to determine the requirements with respect to existing policy or new policy. That would be the purpose of the reports, very likely, Mr. Lawlor. There will be recommendations in the reports, supported by facts and findings and, of course, it's somebody else's determination from thereon.

Mr. Lawlor: With respect to the numerous fields that I mentioned previously—the business of marketing information systems and the works—is it your anticipation that the report will be able to make some kind of inroads into that? While it may not be very deep, would that be anticipated? Would those various areas be covered?

Hon. Mr. MacNaughton: Hopefully, that is the purpose of the report. Hopefully, that

is the guidance the report will provide for determination of those matters.

Mr. Lawlor: Therefore is it going to give a final report, say, by the middle of July? The feasibility study had started in December admittedly, but as I say, because of the range and depth—it's not possible that the report, after it's submitted to COGP, will be delayed getting into the government's hands for publication and for our perusal, because of ongoing studies?

Hon. Mr. MacNaughton: No, I would hope not. I would hope that the target dates which have been expressed here, albeit they may be delayed, will not cause any serious further delay. I hope I am right, Mr. Damp? Do tell me if I am wrong.

Mr. Damp: Yes. If I might add that all the projects will be fully completed as of Friday of this week, right on target. It will take some time now to put the results of the various projects into a form for reporting to COGP and then to the executive council.

I might just add on one point there: the general terms of reference of Task Force Hydro follow those of COGP, in that they looked at Hydro from the standpoint of its management and administrative practices in light of changing situations in the 1970s. Some of these studies that were launched, such as the one on nuclear power, were designed to try to come up with a forecast of what the situation might be as it affects Hydro in its operational sense in the 1970s. The role and place study which was referred to and described was the first one launched. It concerned itself with looking at how does Hydro fit into the total spectrum of government administration? What are the various other interfaces that it has with other interested bodies such as OMEA?

Then as time passed elements such as marketing and other aspects were considered as part of "roll in place," so that those issues that you refer to will be dealt with, if not in the first interim report in a subsequent interim report.

Mr. Lawlor: Then let me understand: These other feasibility studies are not done by any one of the four groups, the progeny, or let me call them minor task forces. These seem to be outside. Who, in other words, are doing these other studies? The same people?

Mr. Damp: Yes; the marketing one has been included as an integral part of the "roll in place." The project team under the

project director, which was launched in September last year, dealt with the marketing issue. Other aspects, such as rationalization of the distribution system, came out of a feasibility study and that became part of, or an extension to, the organization project.

Mr. Lawlor: How about research and development?

Mr. Damp: Research and development is an integral part of the last major project which was launched, on "make or buy."

Mr. R. F. Nixon: On what?

Mr. Damp: "Make or buy."

Hon. Mr. MacNaughton: Yes, "make or buy"—philosophy if you wish.

Mr. Damp: Yes, it's the "make or buy" philosophy. Should Hydro provide its own resource services, or should it contract it out? This sort of thing.

Hon. Mr. MacNaughton: Or should it purchase through the private sector?

Mr. Damp: Again, in all six of the projects, the underlying thrust, if you will, has been to look ahead in the future and evaluate the existing management practices and management policies, and organizational and administrative practices, in light of changing situations.

Mr. Lawlor: Would they, within the terms of reference, have the scientific input as to heavy water plants and things of that kind, as to how it operates?

Mr. Damp: On the nuclear power study they had two well-respected and highly expert gentlemen as integral participants directing that study. They made a trip to Europe; to France and to Sweden. They made visits to the United States to get an assessment of the Candu system in the eyes of others; and to assess some of the problems that other countries have been facing in getting into a nuclear generating system.

Mr. Lawlor: So recommendations and proposals touching that aspect of the operations of Hydro, which are absolutely essential, will be embodied in this report, too?

Mr. Damp: They will be in one of the reports, yes.

Mr. Lawlor: Thank you.

Madam Chairman: Thank you, Mr. Lawlor.

Mr. Paterson: May I clarify that last statement? These recommendations are specifically on or ask whether or not Ontario Hydro should go into heavy water production on its own due to failures across Canada or elsewhere?

Mr. Damp: I do not know at this point in time, in that the project team is yet to report to Task Force Hydro. They plan to do that in early July.

Hon. Mr. MacNaughton: It should be pointed out, I think, that the heavy water programme is not exclusive to Hydro. That's a partnership between Atomic Energy of Canada and Hydro.

Mr. Paterson: I realize there are discussions and debates going on among Hydro officials, with one group wanting to proceed to develop this as part of Ontario Hydro and others wanting to keep it in private industry.

Hon. Mr. MacNaughton: I don't know whether that is in the study or whether it has been resolved; or is likely to be resolved or not.

It is interesting, I think, and it is gratifying to know that heavy water in the plant at Pickering is now starting to operate very satisfactorily.

Mr. Deans: That's not what was conveyed in the House!

Mr. Paterson: We just went through this discussion upstairs concerning the—

Hon. Mr. MacNaughton: No, that is not correct.

Mr. Paterson: —availability of one supply to the province.

Hon. Mr. MacNaughton: I think the two major installations are putting power on-stream now.

Mr. Deans: I heard the heavy water plant is having difficulty with its employees.

Hon. Mr. MacNaughton: That's another story.

Mr. Paterson: A minor detail!

Hon. Mr. MacNaughton: I suppose.

Madam Chairman: Does that complete item 2? Item 2 carried.

Vote 402 agreed to.

Madam Chairman: This completes the estimates for the Management Board. If you

like we will start now on the Civil Service Commission.

Hon. Mr. MacNaughton: May I make a point of clarification, just before we leave this?

Madam Chairman: Yes.

Hon. Mr. MacNaughton: There were some questions asked about the costs, the costs related to the study itself or the components of the study. Is it your intention to put that on the order paper?

Madam Chairman: I have coffee coming at 10.45. They couldn't get it all together before then but they are bringing up the big pot and some sweets.

Mr. R. F. Nixon: Is there any estimate on how much longer we will be?

Madam Chairman: Well we are going to move into the Civil Service Commission.

Mr. R. F. Nixon: Yes, I mean but when are we going to quit?

Madam Chairman: I think about midnight.

Mr. R. F. Nixon: Well, I can stand that, if you can.

Madam Chairman: We aren't going to be much good for anything after that.

Hon. Mr. MacNaughton: If somebody can tell us when the House quits, that is about when we will quit.

Mr. Deans: Is there any estimate or indication of when the House intends to rise?

Hon. Mr. MacNaughton: All I know is that the time was extended beyond 10.30, so you know it's anybody's guess as to when they'll quit.

Madam Chairman: Everybody should get up and walk around their chair twice.

Hon. Mr. MacNaughton: I am going to walk a little further than that, Madam Chairman, if I may.

ESTIMATES, CIVIL SERVICE COMMISSION

On vote 501:

Madam Chairman: Do we continue with the same critics and the same substitutions? If you wish I'll just regard this as a new

meeting if you want to change your substitutions.

Mr. R. F. Nixon (Leader of the Opposition): I am the only one here for us, so I guess I am it.

Interjections by hon. members.

Madam Chairman: Mr. Minister and gentlemen, the meeting will come to order. The purpose of discussion is to examine the estimates for the Civil Service Commission as found at the beginning of page 32, vote 501. Now what format do you wish? Do you like to proceed with a preliminary statement followed with rejoinders from the minister? Is that satisfactory?

Mr. R. F. Nixon: Yes.

Madam Chairman: And we will try not to interrupt each other. We will maintain a flow, right? Thank you, Mr. Nixon.

Interjection by an hon. member.

Madam Chairman: Mr. Nixon, if you go more than 10 minutes we might ask you to find a suitable resting place so that the coffee won't get cold after it is delivered.

Mr. R. F. Nixon: Right, Madam Chairman!

Madam Chairman: That's quite important.

Mr. R. F. Nixon: I will count on your direction there, so that we won't interfere with the—

Interjection from an hon. member.

Mr. R. F. Nixon: With the minister's generosity, did you say?

Madam Chairman: Well, we may all need it at a certain point.

Mr. R. F. Nixon: I presume the minister hasn't got an elaborate opening statement in this matter, and I will be brief, I promise you. It's not my intention to discuss the new statute which the minister applies in dealing with the Civil Service employment practices. That's been discussed in the Legislature.

But there are some things that issue from that new policy that perhaps will come into my comments. We are governed by a compulsory arbitration principle, but also, on the other side of the coin, a considerably greater degree of freedom as to how the employees of the government are represented before the Civil Service Commission and before the arbitration boards that will be established.

It's interesting, in looking at the statistics that have been made available, that it appears the turnover in the civil service has been reduced to some extent. I suppose this is a function of the relatively high rate of unemployment and some of the difficulties that even well-trained and competent people have in moving from one position to another. As soon as it becomes questionable whether a person can pick up a similar type of employment, they think much more carefully before they give up the bird they happen to have in their hand. I think that this explains more than anything else the fact that the turnover is reduced in the very large numbers of people employed by the various emanations of government.

I'm always interested in looking at the figures of total employment. Under the Civil Service Commission they vary. It came to my attention during the news reports on the statute which resulted in the compulsory arbitration situation, because every report listed a different number of employees. I assumed that this was because the numbers are calculated differently. Many of them are temporary employees and some, of course, do not come under the provisions of the statute. We usually talk of about 70,000 employees, and I guess if the total were added up—everybody who works for the government or the government emanations—it would be considerably higher than that.

I don't want to talk about individual cases at all but it's come to my attention that during the very far-reaching administrative changes in which branches have been shifted from one ministry to another—and actually a number of the goals and policies have been changed at the same time—there have been those civil servants—fairly senior in point of service and responsibility—who have felt that the changes might have been a lot more human and perhaps even humane. Perhaps there could have been some sort of an implementation bureau within the Civil Service Commission which could concern itself with the problems of Miss X or Mr. Y who were taken with a branch to a new ministry with quite different goals and with quite different supervision.

This probably is something that happens even without far-reaching governmental changes—people find themselves more or less passed over, in a sense dispossessed—in the course of events. As I say, it is not my intention to talk about individual cases. I don't think this is the place. But on many more than one occasion it has been put to me by people in the public service that they felt that these changes, coming from the top as a

matter of government policy, thoroughly reviewed by the Committee on Government Productivity, supervised by the implementation committee and all the rest, had one serious flaw as far as they were concerned, a certain lack of humanity as far as the changing positions of some individuals were concerned.

I don't know whether or not the minister is prepared to comment on that. When you are dealing with such a large number of employees scattered all across the province in many branches and many departments, obviously, it is something that would be difficult to get away from.

It has also occurred to me that the emphasis on bringing new people into the public service seems to have petered out a bit. There was a time when I was quite impressed with the acquisition of people not only with special abilities but also recent graduates, either from universities or coming from specific work experience. They had come into the public service with the understanding that they would be moved, perhaps not through all of the ministries by any means, but moved through a series of jobs on a planned programme in a manner so that they would have a wide variety of experience, with the expectation that they would form a pool of expert people understanding the workings of the public service and the responsibilities to the audit office, and with probably an appreciation of the role of the Legislature as well. They would then fit into the departments in fairly senior positions.

There was a time, certainly, when the entry of, let's say, external luminaries into senior positions was very impressive indeed. I felt that the public service took a quantum step ahead of comparable services in other provinces and even to some extent the federal public service. I don't think it is proper to say that I have a different attitude now. I have a very high regard for the public service, as certainly all politicians have, but I felt that the approach the government takes to the acquisition of new talent has changed somewhat and that there is not the energetic search for people to occupy new and senior positions that made quite an impression, let's say, five years ago.

There are really two points there; the one that I've just mentioned and the need, in my view, for a well understood management training programme, based on the availability of so many different positions in the public service, that would reflect the interests of people who have scientific and

professional backgrounds, people with backgrounds in social services and business management and so on. It would be a great responsibility, it seems to me, for the public service to provide this kind of management development course, which is quite characteristic of many senior corporations where people come in through a sort of screening process. There is no sense in going to the expense of offering it to people who are not going to benefit to a great extent from it. I would just mention that.

I'd also like to ask the minister, or someone representing the commission, just what the procedures are for moving into some positions in the public service? I should be frank with you that I still have the impression that the recommendations of the commission are either influenced, which I doubt, or circumvented, which is more likely, in the acquiring of staff in a number of specific branches in the public service.

I think there was a time when, without a letter of recommendation, for example from a member—particularly a member in support of the government—it was very difficult indeed for somebody to get into the public service, say through the commission or otherwise. I don't have that impression to the same extent now, but it still exists to some extent.

I am quite sure that the minister can reassure me otherwise, but I think in so reassuring me, he should be able to explain why most ministries still have personnel branches and fairly elaborate personnel screening facilities themselves and why, in some areas, the Civil Service Commission has no influence at all. As a matter of fact, I don't think they have anything whatsoever to do with the appointments on the Liquor Control Board, which is a matter of policy, which I regret.

It is one of the few places where, if you don't have a letter of recommendation from either the local Conservative member or, in a Liberal riding, from the local Conservative president, you are out of luck. I've got to be very frank with you, Madam Chairman, and say that when people come to me interested in that sort of employment I make it very plain that there is little or nothing I can do to assist them. I've learned through my experience—not exactly a bitter experience but one that has certainly been brought home to me many times—that that area of the public service, or at least its extension, is a closed corporation unless you have the kind of credentials I've already been talking about.

I think I would ask the minister to explain why all of the ministries still have considerable personnel departments themselves—or most of them have had—when it seems that the facilities of the commission should be used exclusively for this purpose? I still feel that people directly responsible to the minister, put in their requirements through the commission and indicate to the commission certain people who would be more acceptable than others; other things being equal.

I think that while Ontario has come a long way from some of the bad practices of the former Tory days—former Liberal days, as well—we still have a long way to go before employment through the Civil Service Commission and in service of the government of Ontario is seen to be free and clear of some of the more unhealthy influences of old.

I feel this, and I felt that I should bring it forward at this time.

The other thing I want to mention—and, Madam Chairman, you told me to be brief and I will be—is the Civil Service Association of Ontario was very active during the discussions on the bill that went through the Legislature a few weeks ago.

As far as I was concerned, I felt they might have been more active but, of course, they represent a good number of the members and they put their views forward as strongly as they felt they could under the circumstances. There was the feeling, which I must admit was shared by opposition members, that it didn't really matter much what they did, whether they marched, or burned, or jumped up and down, or what the opposition did; the decision had been made that that was going to become law. The people in the government, particularly this minister, who is finely attuned to public opinion, were not going to hesitate to take it forward against the opposition that would be expressed in the Legislature and outside.

But still, the representation of the people under the new statute is much broader, or it can be much broader, than it has been in the past. I always felt that government policy made the Civil Service Association pretty much—a closed shop isn't a correct description—but it was very difficult for another union or another organization to move in, other than at the periphery, to represent them. As I understand the statute, it is now wide open for the organizational efforts of CUPE, or any other union. CSAO has a head start, of course, since it has most of the membership of the civil service signed up and participating. Of course, they have got

to defend themselves by being active spokesmen in the representation of the interests of their members.

I want the minister, if he will, to make it clear what the government policy is in this regard, because it seems to me that CUPE, particularly, is a very strong group of organizers. There's no doubt in my mind that they will be actively soliciting support from among those people who have been associated with and members of CSAO now for many years. I think it should be made clear that the government is not going to take any position in this, other than as an interested observer and deal with that organization which has the confidence of its employees.

Mr. P. D. Lawlor (Lakeshore): They rigged it.

Madam Chairman: Mr. Minister.

Hon. C. S. MacNaughton (Chairman of the Management Board): Well, whether these are in quite the order that the hon. Leader of the Opposition expressed them, remains to be seen. I believe he commented with respect to transfers within the service; if that's the way to describe it.

Mr. R. F. Nixon: Yes.

Hon. Mr. MacNaughton: I would start off by saying that more and more, over the years that I've been familiar with it, it is the policy to impress on everybody who's recruited that they're recruited in the government service, and not the service of any individual department or ministry. This then lends itself, if you wish, to the mobility of those who serve the government; and that may lend itself to what the hon. member professes that he now sees. I think it is understood at time of recruitment, while they may be recruited for service in a certain ministry, in a certain branch or level, it is expressly understood that their talents may enable them to move, in terms of a parallel move or for promotion purposes, to any ministry or any agency of the Crown. It is a matter of recognition of certain talents.

I may be wrong—and I am going to ask, if I have your permission, Madam Chairman, to let the chairman of the Civil Service Commission comment on this as well—but I am of the opinion that there has never been a time when more recognition of certain talents exists than it does today. That's not to say it goes as far as it should, but it goes a lot further than it has done in former years, and I think that trend is increasing.

Reference was made to the recruitment of luminaries. I presume he means those situations where the particular talents for a senior job cannot be found within the service. It has been necessary in some instances to go outside the service and recruit people who have the talents which are required for the particular job for which the recruitment is made necessary.

Mr. R. F. Nixon: At the time you hired Ian Macdonald?

Hon. Mr. MacNaughton: Yes, that would be a good example. For the life of me I can't think that the government service has suffered because of that type of recruitment.

Mr. R. F. Nixon: No, but it doesn't happen very often.

Hon. Mr. MacNaughton: I was about to lead up to that. Because of the recruitment of that type of public servant, usually at certainly a middle management or senior management range in the past, it can now be said, I believe, to a much more considerable extent that the need for that type of talent doesn't exist as it did X number of years ago. If it isn't more apparent that that is taking place now, I believe it is because of the acceptance of the fact that within the service itself the people with those talents and abilities are now there.

I go back to what I started to say, that even at the deputy minister level there is nothing sacred about the appointment of a deputy minister to be in charge of those responsibilities in a certain ministry. He too understands that he can be moved from ministry to ministry or agency to agency. His status will remain the same, there can be no question about that; and in some circumstances it effects the promotion for him. Certainly that has been characteristic of many of the moves which have been made over the years and will likely continue.

We hope that the whole development process of staff now lends itself to this type of improvement in terms of experience, knowledge and abilities, that makes it possible for this mobility within the service; be it at the senior or, as I said, the middle management range or even at the junior management range, because that is where the middle management and the senior management come from in the long term.

With respect to the management training programme, I think I would like to ask the

committee to allow Mr. Anderson to comment on that. He is more familiar with it than I am.

On civil service recruitment, and I have down here "personnel policy; personnel officers in departments or agencies"—I would like Mr. Anderson to comment on that if it suits the committee.

I would like to comment on this matter of patronage in terms of recruitment! I agree with the hon. Leader of the Opposition that that has declined very substantially. I think it is the right of any member of the Legislature to write a letter of recommendation for someone who is applying for a job, and if the hon. member has had no success with it I suggest he keep trying because I don't know of any situation where those letters have been ignored. I could name some where those letters have been quite successful. The old patronage in terms of employment is not what it used to be, and I believe the hon. member agreed with that to a considerable extent himself.

Mr. R. F. Nixon: Yes, that is right but it is still hanging around in the corners a bit.

Hon. Mr. MacNaughton: Well I suppose—

Mr. R. F. Ruston (Essex-Kent): Pretty big corners too.

Hon. Mr. MacNaughton: I suppose there is an element of some natural trend in that. I would hate to think that a recommendation from me would hit the wastepaper basket, for instance. I would hate that. I don't think the hon. member needs to think that if he recommends someone who has the talent for the job, his recommendation will be ignored.

But more and more the abilities, the education and the obvious talents of the applicant are more important than the recommendation of the member of the Legislature, as I think they should be. I think that is quite proper. But as I repeat, I might as well be honest; I'd hate to think that a letter of recommendation from me was just tossed in the waste basket; and I don't think that is the case. On the other hand, I'd be the first to say that if I recommend someone for a position and it's found that he doesn't have the necessary experience, education and talent, I wouldn't want him hired; and I usually make that clear.

Mr. R. F. Nixon: The liquor stores—that's entirely the liquor commission's responsibility?

Hon. Mr. MacNaughton: They do their own recruiting.

Mr. R. Haggerty (Welland South): They do as the PC association tells them back in the local riding.

Hon. Mr. MacNaughton: Oh, I think not.

Mr. R. F. Nixon: Charlie, please; don't defend that. You have done a good job; but don't defend that.

Mr. Ruston: You can't defend that.

Hon. Mr. MacNaughton: Well, if I can't defend it, I won't try. But I don't know that the matter needs to be raised to the extent that it is either; because it is more imaginary than real. It is much more imaginary than real; and I will stand by that.

Mr. F. Drea (Scarborough Centre): I have got seven liquor stores, Mr. Minister, and I don't know anybody who got a job through patronage.

Hon. Mr. MacNaughton: There you are. How about that!

Mr. I. Deans (Wentworth): How long have you been here?

Mr. Drea: Enough to get elected.

Mr. Deans: How long have you been here?

Mr. Drea: I really think if I had to sign recommendations for everybody in seven liquor stores, including two new ones that have opened, I'd know who they were. I patronize them.

Mr. Deans: Well, maybe that's the reason I don't.

Hon. Mr. MacNaughton: There are two more points that I'd like to comment on, and I hope Mr. Anderson will feel free to expand on these comments if he wishes so that the committee gets the full information that the members requested.

Now, with respect to the references to the CSAO and their representation before the committee on the legislation that has had third reading. Some feel, and have so stated, that they made a rather dismal attempt to represent their members. I think not. They were able to affect a number of amendments to the legislation as it went through the standing committee, and some through the House.

The Act, as you say, does not exclude other unions, if they can achieve the level of representation set out in the Act, from representing the bargaining units as they are defined. Those are my comments in reply to the hon. member's observations.

Mr. Anderson, would you pursue it a little further please?

Mr. W. A. B. Anderson (Chairman, Civil Service Commission): Madam Chairman, I don't know whether I'll be following precisely the same sequence that Mr. Nixon or the Chairman of the Management Board did. I shall try and do so. It is certainly true that when employees are transferred from one department to another, because of reorganization of government—and indeed very true when it is done on the massive scale that took place on this recent reorganization—it introduces a degree of unsettled climate which is disturbing for employees.

The standard policy that has prevailed for some years in these circumstances is, as I am sure members of the committee know, that the employee doesn't suffer in salary. If he goes to a job which calls for a lower salary, he is red-circled; his expectancy of being able to improve his position by means of merit increases for performance has heretofore been truncated.

This question has been reconsidered. The government's stated policy to the employees and passed by regulation is that the employee who finds himself in this position may enjoy the progression in salary which his old position called for if he is transferred to a position which, when it is reclassified, has a lower salary range. He may nonetheless enjoy the expectations that he had every right to expect—that by good work he was going to be able to enjoy—when the work has been changed through no fault of his own.

It is difficult and it will always be, I suppose, to strike a balance between the intake of new blood to reinvigorate the civil service and the promotion expectancies of those serving within the service. If there is too much intake of mandarins, it is kind of discouraging for those who have every right to think that they have the ability—

Mr. R. F. Nixon: Coolies they are called.

Mr. Anderson: The coolies aren't really going to make it if there are too many mandarins brought in. On the other hand, if it is always by promotion from within the service and the windows aren't open to let

some fresh air in from the outside, this isn't healthy either. The balance is difficult. From what the minister says, there has been a good deal more promotion from within than there was five years ago. I don't know whether that could really be proved statistically or not but it might well be so.

If so, we would like to think—and I believe it would be true to say—that it is because the quality of civil servants for promotion is higher. It certainly is—I think in part, in any event—the reflection of the quite considerable staff development and training programme that is run by the staff of the commission and by the departments.

I think probably, Madam Chairman, you would rather wait until the appropriate item is called to go into detail about the staff development programme. I think it stands up to the general standard that most good employers indulge in, in this day and age, when work patterns are changing, both at the executive and the lower supervisory level. Certainly the main recommendations of the sixth interim report of the COGP on the utilization of human resources call for quite a considerable stepping up in staff development and training for the future.

Regarding the relationship between the commission and the personnel branches of the ministers, I think it should be understood that the commission, in terms of new intake, is principally concerned with providing a service to the ministries in finding suitable candidates from the outside on first entry. The commission is also involved in prescribing the staffing standards which will apply to the position. The commission then makes available to the ministry which has the vacancy the list of those who are considered eligible in relation to the standards, and the ministry has the responsibility of running the competition and making the appointment. The commission then certifies from among those eligible the individual appointed by the ministry.

The reason the personnel branches of the ministries are the size they are is that it is in the ministries where the people in the service are administered. Personnel management takes place where they work. It doesn't take place, of course, except in terms of general policy. It doesn't take place on the direction of the commission and hence the day-to-day administration of people is the responsibility of the ministries. The personnel branches are in business to see that the individuals are well promoted, that their own needs are recognized, that training and

development is given to them, that promotion is properly conducted within the ministries. This, of course, is the main function of the personnel branches.

Madam Chairman: Thank you, Mr. Anderson. Mr. Deans.

Mr. Deans: Yes, thank you, Madam Chairman. I don't think it will come as any surprise to the Chairman of the Management Board when I tell him that I don't have a great deal of confidence in the recent moves of government with regard to dealing with the employees of government. I think in the long haul they chose the easy way out. There were alternative ways of dealing with the situations which the government had recognized as being of importance. They chose to implement the one which was of least bother to them without consideration for overall implications. I don't agree that there was any evidence on the record that there was a need for compulsory arbitration in the civil service. I have certainly no evidence to my satisfaction. Perhaps the minister could at this time, which he didn't in the House, indicate to me what it was that motivated it, other than political gain, which I don't consider to be very valuable in discussing employees.

I think that the alternative open to the government and to the Civil Service Commission was the possibility of determining what were, in fact, essential services in the Province of Ontario. That may have been more difficult than a blanket legislative change. Nevertheless, I think in the long haul it would have been more acceptable to everyone involved and, in fact, over the years to come less costly than what you have done. I think to begin with it is going to be necessary, having taken away the right to strike and inhibited the bargaining procedure to such an extent, for government at some point to recompense employees and to make much more lucrative the jobs of government than it would otherwise have had to do, had the normal bargaining process been followed.

I think, in order to recruit people in years to come—and I'm not talking about the immediate years, because we are in a time when there is a dearth of suitable employment—when you are going to be in competition with the industry to get the best people, because you have taken away and inhibited the opportunities for full participation by employees in the normal collective bargaining processes, you will find that you

are going to have to put out more by way of financial remuneration in order to get the calibre of people you would want. The alternative is that you will settle for a lower calibre, which I hope is not true. I make that point to the minister, hoping that it isn't so, but suspecting over the years to come it will be so.

The Leader of the Opposition said that the government move had opened up the opportunities for other organized labour organizations to move in and to attempt to organize. I think, frankly, that, in fact, what has happened is that an insurmountable obstacle has been placed in the way of anyone else organizing. The opportunities to organize that many people at any time are practically beyond the capacity of any organization that I know of, and that includes CUPE, although I know they will try valiantly. I think that the job before them, if they were to begin, would be a job far in excess of the abilities of the majority of people.

The whole attitude of the government, as displayed in the legislative proposals that they placed before us, which ultimately became the Crown Employees Collective Bargaining Act, was a reflection, in my opinion, of a lack of confidence. This lack of confidence, if I may be so bold, could only be relayed to the government through the Civil Service Commission. I would doubt very much if the cabinet ministers themselves have any particularly intimate knowledge of the bargaining processes that the commission goes through with its employees.

If the government came to the conclusion that the only way to deal with collective bargaining in the public sector was to impose those kinds of restrictive legislation I can't help but draw the conclusion it was because of whatever it was that was being told to the government by the Civil Service Commission. Whatever the message being relayed the message was clearly that your employees cannot be trusted to negotiate sensibly and with some kind of sensitivity about their responsibilities to the people of the Province of Ontario. Therefore they have to be denied rights which are afforded most other workers in most other sectors of the economy. I think someone has some answering to do for that kind of thing.

Madam Chairman, I will continue in a moment but I am prepared to stop until you have coffee.

Madam Chairman: That's very kind of you, Mr. Deans, and very thoughtful. Thank

you very much. We will take five minutes for coffee.

Mr. Deans: I was going to say "while you serve coffee" but I didn't think you were going to serve it, so I thought I'd better wait.

Madam Chairman: You can be first.

The committee recessed for five minutes.

Madam Chairman: I think we can recommence. Mr. Deans, would you like to continue please?

Mr. Deans: Yes, thank you, Madam Chairman. As I was saying, I can't help thinking that if, in fact, the government legislation was the result of, or even in part the result of, their discussions with the Civil Service Commission about the state of negotiations and the way in which negotiations were carried out and the implications of the strike action by the civil service employees and the possibility of a strike action by the civil service employees, from an outside point of view—outside the Civil Service Association and outside the Civil Service Commission, but nevertheless interested—I can't help thinking that that information was either grossly exaggerated or perhaps entirely wrong.

The record shows fairly clearly the history of reasonable bargaining which has taken place. I would go as far as to say, without implicating myself, that it takes two groups of people to conduct reasonable bargaining and if over the years we have found that the Civil Service Association, representing the employees of the government, had been able to come to decisions which did not necessitate strike action, that the Civil Service Commission should be able to take some credit for having sat together with them and come to conclusions which reached that point.

For the government to turn around in the face of that and impose compulsory arbitration, and at the same time to impose such restrictive legislation in terms of what can and cannot be bargained for, leaves me to draw only one of two conclusions—the one that I made before, of course, being that the message they were getting was a message from the Civil Service Commission; failing that to be so, it must simply have been a political decision. I think that to use your employees as pawns in a political game is not in keeping with the best traditions of legislative progress and understanding.

I do think that had the Civil Service Commission been charged with the responsibility of coming up with a formula which would have established the areas in which essential services would be required to be dealt with through an arbitration process, they could have done it. I think they have the expertise, or could have had access to the expertise and the years of bargaining to be able to recognize what were and what were not essential services. I think for anyone to try to kid us into believing that all government services are essential services—it is not true—is a little ridiculous in that it tends to offend the reasonableness of most members.

I think that the Civil Service Commission should have been able to propose areas where essential services and, therefore, compulsory arbitration if need be, could be established. The remainder of the civil service could then have been free to continue to negotiate in the ways in which they were accustomed to negotiate which, by history, show strike action to be pretty far from the majority of the minds of the people in the civil service.

It makes you think of statements made by a number of people that if you don't use your rights, you'll lose your rights. Maybe that's exactly what the government feels; that if you don't use the rights you already have, they'll take them away from you. I think a lot of us should pay heed to that because that may well be the philosophy they intend to operate in other sectors of the economy. I think we have got to be extremely careful of just how far we carry this, in terms not only of collective bargaining but in many other sectors.

To be a little more specific, one of the problems that I have seen in terms of the bargaining unit has been the problem of that area where—I can't recall the exact classifications—it strikes me they go from class 4 to class 5 and they go out of the bargaining unit into a supervisory or managerial capacity; am I correct in that?

Hon. Mr. MacNaughton: There is a management level.

Mr. Deans: It's management of some kind.

Hon. Mr. MacNaughton: There is a management level, yes.

Mr. Deans: At class 5.

Hon. Mr. MacNaughton: I'm not sure where.

Mr. Anderson: It varies. The class number varies with each class series.

Mr. Deans: The classification number? Fine.

I want to talk to you about it because I have had brought to my attention a number of times by people the fact that after wage settlements have been reached and they have been put into practice, on a number of occasions people in managerial classifications higher than the people below them were earning less for extended periods of time. I think that that is a bad practice. I think there ought to be an understanding of the differential that is established and the differential should recognize the managerial capacity and the additional skills required, and that—

Hon. Mr. MacNaughton: To the greatest extent we don't allow that.

Mr. Deans: Well, I know circumstances in which it hasn't occurred and it concerns me.

Hon. Mr. MacNaughton: I would like you to mention them to me some time and we can go through them.

Mr. Deans: I will, and I will document them to you, but not tonight. That is one situation which was brought to my attention and which I really find a little upsetting. I think that it should be changed.

The whole matter of the hiring practices that was raised by the Leader of the Opposition is something which I think all of us have been concerned about. As we talked earlier this evening about central purchasing, I think it makes some sense that there be a central hiring procedure, rather than the departments themselves hiring individually, as some still seem to do; that there be a way of processing applications so that an individual can apply to the government for a job and he will be given an opportunity to be considered. Otherwise we end up with people—and I think the Leader of the Opposition is more right than wrong in what he says, although it will no doubt be argued and no one will prove either way that—

Hon. Mr. MacNaughton: I suppose that is a natural tendency which we will never get rid of.

Mr. Deans: Yes, I might say to you that I am not about to say that any government I know of deals differently.

Hon. Mr. MacNaughton: I am not either.

Mr. Deans: I am not sure that any government is any different about it but I think we

would like to try—I think everyone would like to try—to minimize it, okay? I think that this can be done. I don't like the idea of the liquor store situation, and I have had it come to my attention, too. The member for Scarborough Centre says it doesn't happen in his riding, but perhaps his is different from most people's.

Mr. R. F. Nixon: There are a lot of good jobs out there.

Mr. Deans: There are lots of other jobs though, that—

Mr. R. F. Nixon: A liquor store job isn't a plum.

Mr. Deans: I think there is a great deal of local hiring done in the Ministry of Transportation and Communications too, and in many other departments. I think it would be very useful if, in fact, you could process that in a little different way.

There was another problem of recent vintage, and maybe someone can correct me if I am wrong, of persons on other than full-time employment—I forget what they were called again—

Hon. Mr. MacNaughton: Casual employees.

Mr. Deans: Casual, that is the word, thank you. Some casual employment is stretching out over many years. It was casual to the point that some folk damn near lasted long enough to get a pension, and it ceases to be casual when it gets to that point.

Hon. Mr. MacNaughton: Yes. It becomes permanent casual over a period of time. That is right.

Mr. Deans: It certainly does. In fact maybe it could become permanent permanent at some point. I certainly don't subscribe to the continuation of a casual category like this. I think there is such a thing as casual work—there is no doubt about that—but I don't think it should be applied in any circumstance where the job is likely to be of a lasting nature. I don't think anyone expects a job to last forever in any event; we all hope it will, but nobody in this day and age really expects it to. I think there are certain rights—at least there were in the past—not made available to casual employees and certain privileges not made available to casual employees which were available to full-time employees. I think that a person in the employ of the government should be hired for a specific job and when he is hired for

that job, or hired in the employ of the government, there should be no such thing as long-term casual employment. He should be afforded all of the rights and privileges and opportunities of every other employee. That may well have been done or be in the mill at this point. I certainly hope it is.

There are some 36 recommendations in interim report No. 6 of the COGP and I would hope that the minister or this commission—the minister probably—could give us some indication of the disposition of those, together with the ones that are in interim report No. 20. What, in fact, is going to happen to all of those recommendations, many of which bear heavily on employee benefits in the civil service? I think some of them are worthwhile and some of them not so worthwhile, but—

Hon. Mr. MacNaughton: As in any report.

Mr. Deans: As in any report. I would like to hear from the minister what is going to happen to all of these recommendations; which ones we can expect to see implemented and which ones we can anticipate seeing left alone just as a recommendation?

One final matter I want to raise is—this is by way of a direct question; you can answer me one way or the other, yes or no—do the employees in the new ambulance service of the Ministry of Health fall within the jurisdiction of the Civil Service Commission?

Mr. Anderson: Madam Chairman, this was an issue that was raised with the commission by the Ministry of Health. I will ask Mr. Copland, if I may, to say how the situation has developed.

Mr. H. Copland (Executive Director, Civil Service Commission): Madam Chairman, as Mr. Anderson says, this issue was raised and we had discussions with the Ministry of Health on which of the employees were going to come in the civil service and which were going to be taken over by the municipalities. There was some question about the hospitals being taken over by the municipalities and I don't think this question has been finally resolved yet.

Mr. Deans: I wonder if I could just raise a point with the minister—

Hon. Mr. MacNaughton: Some of the services are provided outside the public service altogether.

Mr. Deans: Yes, but the ones I am thinking about particularly are the drivers and

attendants in the ambulance service which comes within the Ministry of Health. The point I want to make with you is this, that they were told, I think I would be correct in saying seven months ago, it may have been six months ago—and by letter—that there would be an increase, a re-evaluation of their salary on June 1 of this year; and that it would be implemented at that time. In other words there was a raise a forthcoming. They haven't got it.

They have now been told that it will not be occurring until the fall. That is a breach of faith; and I don't think there can be an explanation. There may be an explanation but I doubt if there can be a reason for people being told they were going to get a raise and then didn't get it.

There is many an explanation I'm sure! I'll listen to the explanation before I make the judgement.

Hon. Mr. MacNaughton: I don't know that it is a breach of faith, if there are reasons for delay in implementation, since the raises are retroactive to a certain period of time when they are implemented.

Mr. Deans: Am I correct then, in assuming the minister is saying that this raise would be retroactive to June?

Hon. Mr. MacNaughton: If it follows the normal pattern of things, it is my opinion that if a raise was committed, say for June 1 and it wasn't implemented until October 1, it would be retroactive to the day the commitment was made; that is normal.

Mr. Deans: This is not—

Hon. Mr. MacNaughton: I cannot conceive of any departure from that policy.

Mr. Deans: It isn't a bargaining position they're in. My understanding is that they, in fact, do not bargain as such, they have no union. There had been this commitment made and that commitment hasn't been lived up to for a reason which is beyond me.

Hon. Mr. MacNaughton: When the entire matter is resolved and the mix between the services which are provided, say, by independent ambulance operators under contract—and there are quite a number of those yet—and by certain hospitals and certain units which work for the Ministry of Health when all that is resolved, I suggest it will be brought into the public service. But that isn't resolved yet and it is taking some time

to work out, because it is a widespread service.

Mr. Deans: Is there any indication when the resolution will be achieved?

Hon. Mr. MacNaughton: I would have to direct you, really, to the Minister of Health for the answer to that one. I don't have it at hand, presumably Mr. Potter would.

Mr. Deans: That was why I asked if it fell within your category or not, because I wasn't too sure.

Hon. Mr. MacNaughton: It will, as I said, when the matter is resolved by the Ministry of Health.

Mr. Deans: Okay; those were most of the things that I wanted to say.

Most of what I have to say, of course, is more ideological and philosophical than directly on the votes contained. I disagree basically!

Madam Chairman: Would you care to comment, Mr. Minister?

Hon. Mr. MacNaughton: Yes, I would. As previously, I will reserve some of the comments for Mr. Anderson, who may be more familiar with detail than I am.

The first question by the hon. member I believe, as I recall it, was what was the motivation for compulsory arbitration. As we explained—in the standing committee and attempted to explain in the House—and our opinions haven't changed—firstly we believe that where a public service has to be provided interruptions in that public service by the strike route are undesirable.

But more important, I would have to bring to the attention of the hon. member that we have had, in effect, compulsory arbitration for nine years now; I believe it is nine years.

Mr. Deans: Where?

Hon. Mr. MacNaughton: In the public service!

Mr. Deans: Where?

Hon. Mr. MacNaughton: Under the Public Service Act!

The Public Service Act has been silent on this, but we have not resolved any disputes of the public service by any means other than by negotiation or arbitration.

Mr. Deans: That was voluntary arbitration, not compulsory.

Hon. Mr. MacNaughton: No, no!

Mr. Anderson: The regulations of the Public Service Act provide for the arbitration tribunal.

Hon. Mr. MacNaughton: Yes, right!

Mr. Deans: But they do not outlaw striking?

Hon. Mr. MacNaughton: They don't specifically outlaw it; as I say, the Act has been silent on that. But let me proceed.

Mr. Deans: Yes.

Hon. Mr. MacNaughton: It is not new to the public service of Ontario to settle disputes in this manner, let me put it that way. When the function of the Crown—and we explained this in the standing committee—was removed, as it was under the Public Service Act and the determination was transferred to a third party—let's say the authority decided the issues by a third party, then the rights of management had to be spelled out. This is an opinion we expressed in committee, as I say, and in the House. I'm not saying you have to agree with that, but this was the basis upon which the Act was written.

In addition to the rights of management, which were spelled out, certain rights were extended to employees in a companion section of the bill. As I consider the bill now, even more if you like in contemplation than at the time the bill was being discussed, I am of the opinion—and I think many other people would share that opinion—that the public service of Ontario would come to the conclusion that they have as much or more bargaining rights than the private sector does. Certainly they have as much under this piece of legislation that you have criticized.

You mentioned the size of the bargaining unit; this was recommended by Judge Little and his recommendations were translated into legislation. The Civil Service Association had a full voice before the Judge Little commission. As a matter of fact, they had a hand in determining the terms of reference for Judge Little's hearings. I know they had a hand in the terms of reference for Judge Little's hearings because I worked it out with them when I was previously the Treasurer. They agreed on the terms of reference against which Judge Little reported.

Now there were certain other questions, I believe.

Mr. Deans: Well, sir, if you don't mind; just before you leave that point, then I won't come back to it—

Hon. Mr. MacNaughton: All right.

Mr. Deans: —I understand what you're saying about arbitration in use, and I think I agreed that—

Hon. Mr. MacNaughton: Yes, that's right.

Mr. Deans: —in fact, over the years the settlements of disputes have been without the use of strike.

Hon. Mr. MacNaughton: Let me repeat: The regulations under the Public Service Act provided for that.

Mr. Deans: They provided for arbitration, but they did not prohibit striking, just as, for example, in the Fire Departments Act—

Hon. Mr. MacNaughton: But—

Mr. Deans: Just let me finish.

Hon. Mr. MacNaughton: Yes.

Mr. Deans: The Fire Departments Act provides for arbitration which is binding once you accept it. It's called binding arbitration; in other words, the compulsory portion is that it's compulsory to accept the decision of the arbitrator but it's not compulsory to go to arbitration.

Hon. Mr. MacNaughton: Yes. That's the difference between that and the Act we're talking about.

Mr. Deans: This is right. In the Public Service Act it was compulsory to accept the decision but not compulsory to accept arbitration in the first instance. There was a choice. There was no prohibition of the right to strike until the change in the Act.

Hon. Mr. MacNaughton: That may be, but there is in Bill 105; that's the specific difference.

Mr. Deans: I got that message.

Hon. Mr. MacNaughton: I have a number of notes around here that I can't quite keep track of. I think I have discussed the salient points of our argument vs. your argument. Whether we reach agreement on this is another story.

Mr. R. F. Nixon: On to point two.

Hon. Mr. MacNaughton: Report No. 2? Report No. 6? All right, I just want to emphasize that once again.

Mention was made of the casual situation, and this was dealt with by Judge Little at the time of the hearing. You'll be interested to know that the matter is now being brought under control. We hope to clarify that situation satisfactorily.

On the other point about management pay sometimes falling short of pay below the line, this has always been a problem, because where the negotiation and/or arbitration method proceeds in terms of cyclical review, it eventually can punch through the low line of the management levels. This has been a problem, but as far as I'm aware, that's been brought under control as well.

Mr. Deans: Is it an automatic review?

Hon. Mr. MacNaughton: Of which?

Mr. Deans: Of management levels upon the approval of any change?

Hon. Mr. MacNaughton: Yes, and that's dealt within retroactive terms if it doesn't meet the situation dead on.

Mr. Deans: Are there time limits established during which these matters will be both reviewed and implemented?

Hon. Mr. MacNaughton: Yes, everybody has a cyclical review period, I believe. Mr. Anderson, am I right on that?

Mr. Anderson: Yes, Madam Chairman. I think the point that Mr. Deans is getting at is that some people on the management side, in the management-excluded classes, do feel that it takes a long time for their salaries to be adjusted, even though they fully understand, I'm sure, that it will be fully retroactive. The dilemma that faces us is whether to adjust management salaries based upon the pay research data in advance of the bargaining classes in the same category of employment being determined.

If the negotiating procedure ended up quickly with a negotiated agreement and a contract signed by the bargaining classes, there'd be very little delay for the bargaining classes and, equally, no need for very much delay in the management classes. Ideally, of course, if bargaining begins three to four months before the expiry of a contract, the whole thing ought to be buttoned up by the time that contract has expired—for both groups.

Of course, if negotiations don't go that quickly, the thing may have to go to arbitration. If there are quite long arbitration discussions, there is a delay of the bargaining

classes, and it is tempting to make an adjustment to the management classes without waiting. The difficulty of doing so, of course, is that in a sense you're on the horns of a dilemma in trying to pre-judge what the arbitrator's going to say.

Mr. Deans: Why don't you just pay people what they're worth?

Mr. Anderson: And—

Mr. Deans: Maybe I should take that back—what they need.

Mr. Anderson: Of course, you can believe that management's position at the negotiating table and in front of the arbitrator—

Mr. Deans: I've been there.

Mr. Anderson: —is that we're trying to pay them what they're worth and—

Mr. Deans: I retract the statement. I'd rather you paid them what they needed than what they're worth. Because if you were to pay me what I'm worth, I might not get what I'm getting.

Hon. Mr. MacNaughton: That's a fair observation.

Mr. Deans: If you were to pay the chairman what he's worth, he wouldn't get what he's getting.

Hon. Mr. MacNaughton: That follows; yes.

Mr. Deans: No. I'm saying that I understand the dilemma, but I don't think people should suffer because of that kind of a dilemma. There are very few who bargain, who use management as the basis for their requests—very few people. The majority of requests, demands, proposals—whatever you want to call them—are made on the basis on comparative work being done by similar people in other industries.

You don't very often compare the top job classification to the managerial classification above it. I believe maybe in the first instance, or the first two or three times it was done it may prove to be a talking point; but I don't think there are many arbitrators who would pay much attention to it. Not from my experience anyway.

I don't think the argument itself would hold up over the course of a long period. It might in one or two instances. The point was, it had been raised with me and I was always concerned that the delays seemed

to me to be undue; and it would seem that now you've gone to arbitration—

Hon. Mr. MacNaughton: Where there are prolonged bargaining position, that can be.

Mr. Deans: Yes. You would agree with me, I'm sure, that it's entirely possible to give pay increases to people on the basis of their need and on the basis of the period at which their cyclical review is completed? That should not, ought not be delayed by delays in the bargaining procedures.

I know you might never think this would happen but the delay in the bargaining procedure could well be as a result of an adamant position being taken by the Civil Service Association, or maybe even by the Civil Service Commission. You wouldn't want to have people held up because somebody over whom they have no control was being a little bit sticky.

Hon. Mr. MacNaughton: Yes, but I don't think the situations where that exists are too numerous or too serious.

Mr. Deans: They are if you're the person who's not getting the money.

Madam Chairman: Does that complete your statement, Mr. Deans?

Mr. Deans: Yes, that's fine.

Mr. Lawlor: Let me say just a word, if I may.

I went through the committee hearings, or the bulk of them, and nevertheless there was one aspect that wasn't surmised or worked over; and I just want to mention it now.

By the way, I do think that the representations made by the Civil Service Association were perfunctory. I won't say any more; I've said it before and I say it again.

The problem with your legislation as it comes through, particularly with respect to managerial rights, is whatever justification there may be in the public sector, there are other considerations. What I am concerned about at this stage is the general impact of that legislation with respect to the definition of those rights, say in the area of technological change, the input by the employees into changing machinery; into changing use of, say, computers; that whole business where you cut that off and you reserve to yourself the plenary stance. That acts as a bad precedent and an infernal model to the private sector in the economy.

It's an ultraconservative stance that you took in this regard. You've frozen the status quo in an area where great liquid negotiation ought to be opened up. In that one area alone it strikes me that you haven't performed a service either to the public or the private realm of the province—in that area of giving leadership, of presenting a model, in terms of legislation as to what good employee relationships might or ought to be in the future.

You may come back and say that the same considerations don't apply because of the role of the taxpayer vis-à-vis the private operator, and I am inclined, up to a point, to agree with that. But that kind of argument has no impact when the next negotiation comes up in the private sector where employees are seeking to have their voices heard as to changes being made in the plant which vitally affect their livelihood.

There is no recognition within the terms of your legislation, except certain procedural safeguards, as to the right of employment, as to the right of employees to their job, which is almost old hat social policy coming from the papal encyclicals, coming from a dozen sources. You still have the most obtuse and lofty and elitist attitude toward your employees and toward the contribution they may make in terms of ongoing better management and employee relationships.

Mr. R. F. Nixon: It's no better or worse than it was—

An hon. member: Remember our policy the last time.

Mr. R. F. Nixon: Yes.

Mr. Lawlor: Forty-five years ago it was considerably better. Thank you, Madam Chairman.

Madam Chairman: Thank you, Mr. Lawlor. Vote 501, item 1, main office. Carried?

Item 2, Ontario Joint Council. Carried?

Mr. Lawlor: Madam Chairman, would you excuse me? The one thing I want to mention just very briefly is this: Has anybody in the Civil Service Commission, by the way, ever sat down and sought to calculate the ratio in the employable area of the economy, of people who are employed in one capacity or another, directly or even somewhat indirectly, by government?

Some day I would like to know that, because bringing Justice, with all the registry

offices and the various sheriffs and the clerks and everything like that, into the base a couple of years ago, you have considerably expanded the civil service sector. But there is a vast number of people, say, in education, the whole educational field; the field of hospitals; the people who live in Ontario employed by municipalities in one capacity or another; by the federal government in this province, and by the various independent agencies of the Crown. I bet if you added it up, there would be one in seven of the population who are employed by the government in one way or another, and directly. I may be wrong about that; I would like to know.

This must be an appalling prospect for the minister, who I heard on previous occasions lament that he thought the end of the world and creeping socialism had overrept him when he knew that 38 per cent of the gross provincial product was now provided through government services. When you consider one in five maybe—

Hon. Mr. MacNaughton: I have been concerned about that in the past.

Mr. Lawlor: —one in six individuals, and from my point of view it's a good thing—

Mr. Deans: It just shows an abdication of responsibility by the private sector.

Hon. Mr. MacNaughton: I guess that's why we sit on opposite sides of the House.

Madam Chairman: Thank you, Mr. Lawlor. Item 3 carried?

Mr. R. F. Nixon: I would like to ask on item 3 why the amount is doubled, and why item 4, which is related, is up considerably as well?

Madam Chairman: Mr. Minister.

Hon. Mr. MacNaughton: Item 3, under which? 502 or 501?

Mr. R. F. Nixon: Vote 501.

Madam Chairman: Vote 501, items 3 and 4.

Mr. R. F. Nixon: Planning, budgeting, research systems and procedures.

Madam Chairman: Systems and procedures hasn't gone up that much.

Mr. Anderson: Madam Chairman, the staff of the Civil Service Commission, which was the Department of the Civil Service before

the government reorganization bill, has itself undergone quite a considerable reorganization. Two new branches have emerged—the planning, budgeting and research branch which is, if you like, a central agency of the staff; and the systems and procedures branch, together with the small personnel branch. The functions performed by these three branches were in the main, but not totally, performed by what was called the administrative services branch, which no longer appears. While I can go into details on the actual changes, the principal change is that in the planning, budgeting and research branch all the researchers were transferred from staff development and research to planning, budgeting and research.

Mr. R. F. Nixon: Is there a matching item that is down by approximately that amount?

Mr. Anderson: Yes, not by—

Mr. R. F. Nixon: Because the planning, budgeting and research is not shown as a new agency—it is shown as a continuing agency.

Mr. Anderson: It is a new branch in the organization, but it is not totally a new function. A research function always existed and the employees, the researchers, have simply been transferred and shown under this heading.

Mr. R. F. Nixon: Then it does not represent expansion in staff?

Mr. Anderson: Yes, it does. It represents—but it is very difficult to explain unless we go into the whole restructuring of the staff. There is an increase of five in the staff represented in these estimates—from 203 to 208. **In planning, budgeting and research, there is an increase of two staff.**

Madam Chairman: Is there anything further, Mr. Nixon?

Mr. R. F. Nixon: No. I would just point out for the sake of the Chairman of Management Board, who controls these estimates, that for our information item 3 has gone from \$240,000 to \$420,000. The chairman of the commission has indicated that this is due to a reorganization, but essentially there are two more people.

Mr. Anderson: The things that have gone down, Madam Chairman, are the main office from \$190,000 to \$170,000—and that represents part of what was in administrative

services. The other main area of reduction is staff development and training—\$716,000 to \$606,000. This represents the transfer of the researchers to the planning, budgeting and research function. That is in vote 503.

Mr. Deans: From \$716,000 to \$606,000? So there is \$110,000 there.

Mr. R. F. Nixon: You are getting close there, because the total amount in vote 501 is up by about \$200,000—\$202,000. That is acceptable.

Mr. Anderson: The total increase in 501 is \$275,000. The total increase in 502 is \$116,100; and the total reduction in 503 is \$165,000.

Hon. Mr. MacNaughton: There is only an increase of \$226,000 in the entire commission votes—the total of the three votes.

Items 3, 4 and 5 carried.

Vote 501 agreed to.

On vote 502:

Madam Chairman: On vote 502, personnel management programme; item 1.

Item 1 carried.

Madam Chairman: Item 2?

Mr. Deans: May I ask a question? How do you audit the implementation of the operating ministry's personnel management practices? Has Mr. Spence got anything to do with that? What does that mean?

Hon. Mr. MacNaughton: You have a function there—

Mr. Anderson: Yes, Madam Chairman. There is a personnel audit branch whose responsibility is to go out into the operating ministries and see how the shoe fits—whether commission policies, standards and procedures are, in fact, the right ones to meet the needs of the operating ministries, the programme managers and, secondly, to see that the policies and standards are being followed. There is a branch of personnel auditors who operate on a schedule of rotating visits to ministries in order to see that the personnel world of administration is going on in a service-wide, uniform manner.

Mr. Deans: I'm not going to ask you to do it right now, for reasons which I am sure are as obvious to you as they are to me, but do you think you could provide me with some kind of information with regard to how one goes about auditing these

things? I do not want it right now, but if you could maybe send me something—

Mr. Anderson: With pleasure.

Mr. Deans: —that would show me how you audit it. I understand how you evaluate and I understand how you decide whether a person is doing something or not doing it, but how you would audit it is beyond me.

Madam Chairman: Item 2, carried?

Item 2 carried.

Item 3, carried?

Vote 502 agreed to.

On vote 503:

Madam Chairman: Vote 503, item 1, staff-ing policy and equipment service, carried?

Item 1 carried?

Madam Chairman: Item 2, staff development and training.

Mr. Deans: Do you use the facilities of Kempenfelt Bay for that function?

Hon. Mr. MacNaughton: We use them for a whole host of seminars and studies. It is conceivable we use it for that.

Mr. Anderson: That is its prime function, but it covers by no means all the staff development and training that go on in the service. Ministries do a good deal in their own facilities. A lot is done in the Macdonald Block. A lot is done under contract with private contractors. But that is the primary purpose of the Kempenfelt Bay facility.

Mr. Deans: What Mr. Lawlor was speaking about earlier comes under this, or at least some of what he was saying, about job redundancy and replacement by automation. What kind of overall auditing programme do you have of the government's operations that enables you to devise proper retraining and training programmes in order to ensure that people will be retrained to meet future developments in the service rather than simply being hurried through a training programme after the fact? What do you have in that regard?

Mr. Anderson: I think, Madam Chairman, the issue is really more hypothetical than real in the Ontario public service.

Mr. Deans: Nothing ever becomes redundant?

Mr. Anderson: I don't think I was about to say that, Mr. Deans, I think it would be generally true to say that over the last few years government programmes which have been embarked upon to serve the public have not turned out to be redundant.

Mr. Deans: That includes public accounts?

Mr. Anderson: In fact, if there has been a pattern, there has been a growing pattern of service to the public and a widening spectrum of services. With this sort of pattern, there isn't much difficulty when there is a surplus in the work force in any given part of the system to redeploy these people to new programmes which are being sponsored. With regard to the kind of redundancy that perhaps you are referring to, it will be awfully hard to come out with specific examples.

Mr. R. F. Nixon: If I might be permitted, since the chairman of the commission has asked for a specific example—and this is a small one I know—it has always got to me, with all of the computer technology, with all the planning, programming and that other—

An hon. member: Research.

Mr. R. F. Nixon: —whatever it is—with all of the effort and money and expertise spent on this, that if somebody were to walk into let's say, the Ontario Savings head office in the Macdonald Block and stand in the corner and watch them working with the old quill pens—and there are never fewer than 18 people, not counting the supervisory staff—one wonders how much supervision comes from you people.

There is an example, it seems to me, where something has been lost in the shuffle. There is an agency of the Crown that hasn't changed—in how many years, 20 years?

It hasn't grown, it hasn't contracted, its services haven't changed; and although, for example, that office is a fine office and the public are well served—

Mr. Deans: Slowly, but well!

Mr. R. F. Nixon: —I don't get the impression that your efficiency experts have had much to do with it.

You asked for a specific example, I just suggest that there is one if you want to go and have a look at it.

Hon. Mr. MacNaughton: You did pick out one; you are right!

Mr. Ruston: You picked out a good one!

Mr. Deans: There is another one.

Mr. Anderson: Mr. Chairman, I don't know that we should really—

Madam Chairman: Mr. Deans has another question.

Mr. Deans: I do have another point. I have wondered whether there has ever been discussion—this may seem a little off the point, but it isn't I assure you—between the Workmen's Compensation Board rehabilitation department and the staff training and development branch of the Civil Service Commission? In the main, the work of the civil service—maybe I shouldn't say in the main—but there are certainly opportunities in the civil service, in classifications that could, be light work, I think, in the broadest context of the phrase.

I don't mean light from the point of view of not requiring any effort. I mean light from the point of view of not requiring any manual labour; and I want that understood.

It strikes me that the civil service are hiring fairly regularly, and that the burden is already being borne to some extent by the people of the Province of Ontario through supplementary benefits because of inadequate pensions being paid by the Workmen's Compensation Board. It might not do any harm if the Civil Service Commission and the government as a whole could find a way to review the procedures at the compensation retraining centre at Downsview and try to co-ordinate that with their hiring practices in order that we might find a way of helping people in the Province of Ontario to do work that is meaning-

ful; and at the same time take advantage of our own service. You don't like that?

Hon. Mr. MacNaughton: It doesn't matter whether I like it or not.

Mr. Deans: It is too late to discuss?

Hon. Mr. MacNaughton: No, I don't think so.

Mr. Deans: I'll talk to you outside about it. It's okay.

Hon. Mr. MacNaughton: All right; some other time.

Mr. Deans: Everybody else seems to want to talk about it.

Madam Chairman: Item 2 carried. On item 3; communications and publicity. Anything on that?

Item 3 carried.

Vote 503 agreed to.

Madam Chairman: That concludes the estimates for the Civil Service Commission. Mr. Minister and gentlemen, thank you very much.

There seems to be nothing further for this committee at this point that I know of, so hopefully the estimates committee will not have to reconvene.

Mr. Deans: Ever?

Mr. R. F. Nixon: What about Mr. Winkler's estimates?

Madam Chairman: I understand they are to go to social development tomorrow.

The committee adjourned at 12:10 o'clock, a.m.

CONTENTS

Monday, June 26, 1972

Estimates, Management Board of Cabinet, Mr. MacNaughton	S-1599
Estimates, Civil Service Commission, Mr. MacNaughton	S-1632
Adjournment	S-1648



ONTARIO

S-54

Government
Publication

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Consumer and
Commercial Relations

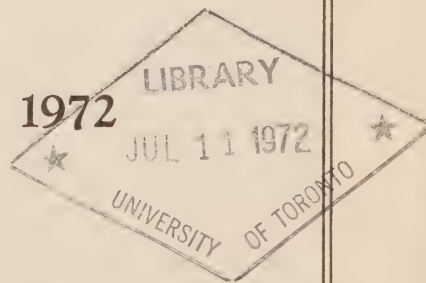
Chairman: Mrs. M. Birch

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Tuesday, June 27, 1972

Afternoon Session



Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

TUESDAY, JUNE 27, 1972

The committee met at 3:25 o'clock, p.m., in committee room No. 1; Mr. S. B. Handleman in the chair.

ESTIMATES, MINISTRY OF CONSUMER AND COMMERCIAL RELATIONS

Mr. Chairman: Will the committee come to order! Discussing the estimates of the Ministry of Consumer and Commercial Relations; do you have a statement, Mr. Minister?

Hon. E. A. Winkler (Minister of Consumer and Commercial Relations): Yes, Mr. Chairman.

First of all, I will apologize for coming a little late. Secondly, I would like to say that I am rather honoured to have the privilege of being the minister of this ministry, and certainly pleased to have a group of well qualified and competent people in my department who will be with us as the various items come to the fore.

Particularly, of course, I sing the praises of my deputy minister, who is well known to most people in the Legislature; well known more than anything else, as I think the department is, for service to not only the Legislature, but to the people of the province.

I am sure you will not be surprised when I admit I was amazed when I discovered how many activities dealing directly with the public were encompassed in this ministry. In reviewing the estimates, you will find six broad programmes, five of which will deal directly in the public arena. These six programmes cover 23 activities, and this only tells a part of the story.

For example, page 121 lists financial institutions as an activity, and included under this heading are insurance, loan and trust corporations, credit unions, cemeteries, counselling and the pension commission.

Another example worth noting is the division of the ministry represented by the activity commercial affairs. This includes the consumer protection bureau, real estate and business brokers, motor vehicle dealers, collection agencies, mortgage brokers, bailiffs, paperback and periodical distributors and

pyramidic selling. The lotteries branch also reports through the executive director of this division.

To assist the members in their deliberations, we have distributed a colour-coated organization chart and a more detailed list of activities outlining briefly their objectives. Also provided is a listing of the senior officials of the ministry, showing their title, address and phone numbers.

Members have been provided with a report of the Department of Financial and Commercial Affairs, as of course it was previously known, for the period of January 1, 1971, to December 31, 1971. The prime purpose of this report is to provide statistical highlights; unfortunately it is very difficult to compare the former department with the new ministry with its increased activity.

There are three major programmes included in this ministry which were parts of other departments prior to the reorganization. These are: In vote 1103, technical standards programme; in vote 1105, property rights programme; and in vote 1106, Registrar General programme. There are also a number of other changes of less significance which will be referred to as the votes are called.

For your information, vote 1105, item 5, expropriation of land compensation in an amount of \$482,800 as listed on page 182, has been left with the Ministry of the Attorney General and that item has been dealt with under the estimates of that ministry. As a result of this change, the net amount to be voted for the Ministry of Consumer and Commercial Relations is now \$24,039,200.

This amount provides for a staff complement of 1,783 people. The bulk of this increase, over the complement of the former department, is as a result of a transfer of the major programmes mentioned previously. However, there are some staff increases in certain key areas. Details concerning these increases will be provided as the estimates progress.

As in past years, the ministry has introduced a major legislative programme in the House. All of you realize that if we are to

keep up to date in our changing world, constant updating and amending is required in the many statutes administered by the ministry. This programme will be continued, and in addition new legislation will be introduced providing control of commercial practices which are not in the best interests of all concerned.

I might refer to recent legislation dealing with premium sales and referral selling schemes. It is not the intention of this ministry to introduce legislation which provides a standard of conduct beyond that normally exercised by reputable and ethical businessmen.

I think it is fair to say that this ministry has established an enviable reputation in the legislative field, particularly in the fields of corporation and company law, securities law and financial institutions. Mr. Chairman, my staff and I appreciate the opportunity of appearing before this committee and will extend every effort to answer members' inquiries relating to the operation of this ministry. Thank you.

Mr. D. H. Morrow (Ottawa West): Mr. Chairman, before the opposition start to make comments, I wonder if it would be of value to the committee if the minister would introduce his deputy minister and the other officials of the department for the edification of the committee, because I am not acquainted with them. Then as we come to the items of the different departments we will know who they are.

Mr. M. Shulman (High Park): We'll know who to shoot at.

Hon. Mr. Winkler: Mr. Morrow, I apologize for that oversight. It has happened to me before. It is done, probably, because I expected everyone would know them in advance. My deputy minister is Mr. Fred Pillgrem, who is seated on my left; Mr. Yoneyama with the technical standards branch; Mr. Ted Royce, chairman of the securities commission; Mr. Harry Bray, vice-chairman, I believe; Mr. Doug Turner, of the consumer protection bureau; Mrs. Dagmar Staff, who is our research person; Mr. Johnston from the finance division; and Mr. Ken Young, who is assistant deputy minister.

Mr. Shulman: Nobody from the insurance group?

Hon. Mr. Winkler: Not yet. They are waiting for you.

Mr. Chairman: Who is speaking for the official opposition? Mr. Nixon.

Mr. R. F. Nixon (Leader of the Opposition): Mr. Chairman, I know you will be sorry to hear that the member for York Centre (Mr. Deacon) is unable to be here because of a very serious accident suffered by his son on Sunday. I am glad to report to you, sir, that Don, on the phone, told me just a few minutes ago that his son is going to be all right, but that he will not be back in the Legislature for a day or two.

Frankly, I am glad to have an opportunity, otherwise, to speak on this department, because I consider it one of the departments of substantial, emerging importance. There is no doubt in my mind that during the next four to five years growth in this importance is going to be similar to the growth in the last few years and it should become, as it really now is, a major department of government in the implementation of the policies that are needed in this province.

I want to speak about an announcement made by the minister in the introduction of legislation about a week ago, having to do with the implementation of government policy to protect Canadian resources and businesses, at least those found in Ontario, from control and encroachment from foreign concerns. We certainly welcome the announcement in the Legislature, that henceforward companies incorporated in Ontario, registered here, will require there be Canadians, to the extent of 51 per cent, on their board, Mr. Chairman.

I think it should be made clear, as it has been by some government spokesmen, that this, of course, does not mean Canadian control by any means. The minister is aware, surely, that many, if not most, of the foreign companies registered in Ontario have for many years had Canadian directors, often not just 51 per cent but the whole list of them being Canadians and, at the same time being employees of the company itself.

There are many instances that can be recorded of this. I think the minister would be the last to attempt to mislead anyone that the provision in the bill which has been introduced in the Legislature in fact achieves Canadian control of the resources of these companies which are controlled by foreign corporations.

It seems to me that this step to require 51 per cent Canadian membership on a board of directors would have been much more important and meaningful if it had been backed

up by some other legislative changes. It surely is too much to ask immediately that the law require that 51 per cent of the equity in the corporations be vested in Canadian control, although this is something that is to be desired in the future. But it does seem to me that it would be well within the responsibility of the department and this minister if legislation were to be passed requiring the same sort of reporting by these companies—which are classified really as private companies, even though they are emanations of some of the largest publicly held corporations in the world—which would require the Canadian subsidiary to give full information as to their profit position; and particularly as to the amount of their resources which are draining out of the country to the parent corporation, either by way of profit or in ancillary investment.

I wouldn't for a moment accuse either the minister or the government of attempting to mislead some people in the province or in the country as to the importance of the announcement made by the Premier (Mr. Davis), backed up by the legislation introduced by the minister responsible for this department. But I think it has to be said that it is very easily misunderstood.

I got some quotes from the Gray Report that was released some weeks ago in Ottawa; and I just want to quote two or three short paragraphs, Mr. Chairman, from page 516 in this regard:

The election of Canadian directors in itself is not a step of great significance. The Canadian director can simply be the figurehead for the parent company's management, or he can be someone of independent strength and standing. The possibility of receiving stronger representation might be reinforced by a requirement that Canadians elected to the boards of foreign-controlled firms come from outside the company.

Although it is unlikely to be of major significance, mandatory provisions relating to Canadian directors could possibly contribute in some measure to an improvement in the performance of foreign-controlled firms, particularly if this step were adopted in conjunction with other approaches that have been raised for consideration throughout this study.

I don't think that that means that what Ontario has done is by any means insignificant. I think it is an important step forward, and when it comes before the Legislature, now or later in the year, we intend to sup-

port it; and there will be other things to be said at that time.

I frankly wish the government of Canada had taken a similar step; and I should continue to be frank and say that largely for the political effect rather than for the real change that it might bring about in the control of foreign corporations and their business decisions here.

Without dwelling on this for too long a time, I would simply say that the step that has been announced by the government and introduced in the Legislature by this minister, should be backed up by other legislation which would make it have a greater effect in the business community of Ontario. I urge the minister over the summer to just consider those very steps that should be introduced, particularly the reporting aspects of subsidiaries of foreign corporations; which as I understand it see a considerable advantage in getting a provincial charter and provincial registry, rather than federal, because they have considerable freedom, more freedom let us say, to conceal their business activities in this connection.

The next thing I want to refer to has to do with a matter which I am sure we will be discussing in the early part of the estimates in more detail. It has been mentioned in the press, and the hon. member for High Park raised it in the question period yesterday. It has to do with the problem that this minister, and as he pointed out the Treasurer, is going to be facing if we continue with the security transfer tax as it presently is. I am one of the few members of the Legislature, I guess, who doesn't have to pay very much to the Treasurer on account of the security transfer tax, but I understand that while this tax was collectable in all provinces for a good long period of time, in recent months the tax has been dropped by every province but Ontario, and that there is good reason why Ontario should have dropped it at the same time.

Evidently the costs of collection are very high, and this is recounted in the report of the Minister of Revenue. The fact that Ontario has maintained this tax is now causing a problem, which according to the member for High Park and others who have reported on it, could lead to a situation of some emergency in that those people dealing in securities on a regular basis are going to consider carrying on these transactions outside Toronto. Montreal is convenient; New York has even more attractions, since the other costs associated with these transactions

are lower there than they are here, particularly for small lot transactions.

In other words it appears that government policy, and the policy to some extent of the securities commission, is driving the business out of the province, and this is going to be seriously to the detriment of Ontario securities trade.

I don't often weep many tears for the trades. It usually is an area that is esoteric as far as I'm concerned, but I do understand the obvious pressures that would be on anyone, and there are many citizens so involved, who would want to undertake regular series of transactions. For Ontario to be once again in a position where we are going to lose in the advantage of having this business transacted here is inexcusable.

There was a time when in the Legislature the Toronto Stock Exchange, and the whole atmosphere of the securities business, was described in the most destructive terms. I recall in my own time in the Legislature that Ontario and the securities business here got a world-wide reputation as being—what do you call it, “bucket shop operation.” I can recall when even the failure of major companies which had extracted the savings of many small investors in this province brought Ontario almost to her knees as far as her reputation was concerned. With the implementation of this department, which I think grew out of those terrible circumstances, and the establishment and the strengthening of the securities commission, things have improved tremendously.

Frankly, I had been under the impression that we were not lagging behind the other jurisdictions but were in fact building a good solid reputation indeed. I think that here is an area where the minister and those who advise him were lacking in foresight. It may be, I suppose, that we will have to sit in the Legislature into July if a matter of this magnitude has to be corrected by legislative action, with the kind of discussion and debate which surely it would be bound to stimulate.

I would expect the minister to comment on this because he himself said, in answer to the question yesterday, that it was of substantial concern.

The third thing I want to talk about has to do with not just the insurance business but the general powers that the minister could have, in fact does have in one sense, to control rates in insurance and in other related businesses that provide a service and in some instances actually provide goods.

There have been a number of discussions, beginning as a matter of fact as long ago in my memory as 1967, when it was put to the government that it would be of inestimable value if we had some arrangement in the Legislature whereby any organization, which provides a service particularly or in some cases goods—and I'll talk about that in a moment—would be required by law to appear before a standing committee of the Legislature to justify any changes in the cost of a service which has monopoly aspects.

An easy one to understand, of course, would be automobile insurance; and while this in fact is a monopoly it is still legal to operate an automobile without liability insurance.

Frankly, I'm glad to see reports, emanating from very high places indeed, which indicate that the government is changing its mind in this regard. I've heard these spokesmen over the years say it is not a part of Tory principles to require anybody to do anything in the business community. Well certainly this has changed very dramatically and the government is now considering mandatory automobile insurance, something that should have been mandatory these many years.

My point is this that it is now obligatory, in fact if not in law, for a resident of Ontario to have automobile insurance. The same is true in a great many fields, such as other types of insurance—the provision of medical expenses, in other words the doctor's fee schedule is something that has many overtones of monopoly control.

In my view, and I have reiterated it on many occasions beginning in my budget statement in 1967, we would be well served, and I believe we will be well served in the future, if under this department, or reporting to the government through this department, a standing committee of the Legislature be empowered to summon before it the spokesmen for these various monopoly groups so that they will not have the power, nor the right, to change the cost of their service, without the approval or the recommendations of the committee to the responsible government of the day.

This has many advantages, Mr. Chairman, and I hope that you, sir, are among those who will recognize them; because I would value your voice in support of this contention in the future.

It seems to me, for example, that the citizens are not well served when they read about rate changes in insurance, or the rate changes for the medical fee schedule—just to pick out two examples, and there will be

others. They simply read about it on the pages of the morning newspaper without there being any possibility of debate, or concern, or justification.

Quite often a spokesman for the group concerned will make some justification—labour costs are going up, it costs more to repair automobiles and this sort of thing. But if the minister were to use the powers that have already been granted him by the Legislature to assume some controls over the cost of premium payment and establish a standing committee of the type that I have recommended, we would then have the representatives before the appropriate committee for the purposes of justification, if possible.

The questions that would be in the minds of the people who pay the bills would be asked by the members of the Legislature, and those people who advise them. It could be, of course, that the members of that committee would find the changes were eminently justifiable, and make a statement to that extent. On the other hand, they might find that they were not justifiable, in whole or in part, and make another report to the Legislature through this particular department.

The committee would not, and could not, have the powers to stop the increases or to recommend increases on their own, but only to make recommendations for a course of action to the responsible minister.

We believe in responsible government, on all sides of the House. The people in the ministry have the power and the responsibility to act. But surely such a committee established on the lines that I have briefly described would be one way whereby democracy would be well served, and I believe the minister would be well advised. I'm sure he is aware that, in BC or Alberta, they have this kind of a justification before a legislative committee already.

The minister tends to say, well the director of insurance can deal with this, representations can be made to him. He, of course, has the job, the responsibility, of advising the minister. The action, if necessary, can be taken by the power of the legislative council.

Well I am simply suggesting, Mr. Chairman, that that procedure in these matters is rapidly losing its credibility. This has nothing to do with the capability of the superintendent of insurance, or the minister of the day. It has nothing to do with that at all. It simply would be a step forward, in my view, in the undoubted powers of the members of the Legislature, powers which should be exercised more fully in this connection.

There's probably some nut up there calling for a quorum!

Mr. Morrow: Can't be the member for High Park; he isn't there!

Mr. R. F. Nixon: I have some concern on matters that will be raised in the individual votes, and I am going to leave most of my questions for those circumstances, but there are two other areas I want to deal with in general terms, Mr. Chairman. I will take your advice as to how we should respond to the summons from the chamber.

Mr. Chairman: We are waiting for word, Mr. Nixon.

Mr. R. F. Nixon: The first has to do with general policy on lotteries. There will be an opportunity to ask questions, I know, specifically about that. But I did want to say that I feel the approach taken by the government to licence a multiplicity of lotteries, largely under municipal jurisdictions—some of the large ones directly licensed by the province—is somehow or other draining away a lot of the resources from the lotteries, which are all in aid of either charitable or community programmes. A lot of this money is draining away, simply in the cost of administering the lotteries themselves. I am informed that 15 per cent is the average cost, so that it is possible that even 20 per cent may be used in the administration.

It's my feeling that we ought to be operating these lotteries at the provincial level, that we should have a provincial lottery which will give the people who are interested in that sort of a game the opportunity to participate; and the funds would then accrue to the province for use in community programmes and charitable programmes which would be outside the consolidated revenue fund.

I think particularly as we contemplate an entry into off-track betting under direct government sponsorship and control, probably with government offices located in most communities—in other words, it is not going to be farmed out to any other organization—that a part of that programme might very well be the establishment of a provincial lottery, which would be a source of income and which would at least balance the outflow of funds that leave the province in support of other international lotteries and sweepstakes—there is one in Manitoba. Tremendous funds leave the province in support of international lotteries, even though our regulations do not

permit the sale of our lottery tickets outside our province.

Mr. Chairman: There is a vote called in the House on a ruling of the Chairman. I think we'd better adjourn the committee.

Mr. Shulman: Could we not go on until they are ready to take the count and have somebody come down and bring us out instead of sitting up there for 20 minutes?

Hon. Mr. Winkler: Mr. Chairman, if I may suggest, we are even numbers here and I would leave it up to the membership, of course.

Mr. Shulman: Well, couldn't we have someone come down and we could all go up just when they are ready to vote?

Hon. Mr. Winkler: That suits me. Anything you say.

Mr. R. F. Nixon: That suits me.

Mr. Chairman: Okay; continue!

Mr. R. F. Nixon: I thought I should make that in my formal statement, since it is a matter of some concern; we can pursue it further when we get into the votes themselves.

The other matter has to do with the control of horse racing itself. Perhaps I should leave that as well, but I would simply say at that point that I feel the construction of the estimates, in fact tends to cloud the government's involvement in the support of the horse racing business. If anything, the wording in the estimates is most misleading indeed. This gave rise to a series of questions in the House from the hon. member for Ottawa East (Mr. Roy), I think a few days ago in which the minister was somewhat critical of the lack of understanding on the part of the member.

If the minister will look at the way these funds of over \$2 million are listed in his own estimates, he would see that these would tend to lead to misunderstanding. Even the misunderstanding of members who have been here for debates on the funding of the breeders' awards and so on in the past, where it was laid out in specific terms where the funds were spent, rather than this shared agreement with the racetracks of \$2 million, which would almost indicate that the government's policy has changed.

I would say to the minister that I would hope he would be prepared, when we get to that vote, to make a rather full statement

as to just how the government is awarding the \$2 million in support of the racing industry, because I think this is a matter of concern since the amount is very large and the people who are in receipt of this kind of support are normally—at least those people who are in receipt of the larger share of this support—are those who don't normally rely on the welfare rolls.

I am hopeful that the hon. member for York Centre will return before these estimates are completed. I should tell you, sir, that he has done a good deal of continuing study on the department, but I am sure he agrees with me that the role of consumer protection, both in the areas of the legislation that has already come forward and those areas which are going to demand the attention of the Legislature in the near future, is going to increase the importance of this department tremendously.

There is one area which has been covered in depth in other estimates but which I think applies to this department as much as any other, including the Solicitor General's (Mr. Yaremko) and that is the area of the encroachment of organized crime in this province. I suppose in many ways I am transgressing on the areas that the hon. member for High Park talks about at great length, but I have a great personal concern, as have all members, for this.

This minister doesn't, surely, concern himself with the fact that bakeries in the west end of the city are having their fronts blown out every weekend. But he is as aware as I am that that old 1932 approach to the enforcement of organized crime—and I don't mean law enforcement—is not the biggest threat that faces us. It is those people, and those interests, with unlimited international funds behind them, funds which cannot be traced to a legitimate source, who are always looking, with greater and greater pressure, for means to convert those tremendous blocks of funds into equities in clean corporations and business endeavours.

That is why, while we have great dependence on our three levels of police, and the co-ordinating committee that the Justice policy minister talked about yesterday, still it is in this field that the real protection of the interests of the people is paramount. While we are worried about the weekend bombers and the rest of them, the real menace comes from those people who are going to attempt, day after day, to circumvent the best protection that the securities commission can put forward, to try to circum-

vent and outwit the best advice and plans that this minister can devise.

This money will filter into this particular jurisdiction and go through a process that you call "dry cleaning," I guess—anyway it becomes legitimate money and is therefore available to these people, for their own use, which we must surely beware of.

When I talk about the expansion of the importance of this department I think of many areas, the protection of the consumer, and so on. But this minister is very much in the forefront of a modern concept of law enforcement.

I doubt very much if there is a great deal that even the very best OPP intelligence can do to assist him. The only kind of advice he could get would be from squads of—well I was trying to think of the names of the better TV detectives that I look at. The kind of people who not only are bright, they are experienced. They themselves understand the criminal mind; and inherent in that is a risk itself.

We are going to have to envisage and implement methods of protection and law enforcement in this department that are going to be far in advance of anything that really has been envisaged by the Solicitor General, or so far the Attorney General (Mr. Bales).

I hope this can be done. I suppose steps have been taken. But I will want also, during the estimates, to hear the minister's view on this, which I think is going to be, in the next 10 years, his prime responsibility, and will perhaps give rise to some of the greatest problems that he'll face. That is all I have to say at this time.

Mr. Shulman: Mr. Chairman, I too must apologize. I am a pinch-hitter. The critic for this department, the hon. member for Riverdale (Mr. Renwick), unfortunately was unable to attend at this time and so I am filling in for him. I must say I haven't prepared an address. I am going to speak off the cuff, if I may, on a few things that are troubling me.

I would like to make reference to a few of the things that the member for Brant has referred to.

I agree with him in what he said—in fact in everything he has said today, in reference to the 51 per cent control—sorry, 51 per cent of the directors who must be Canadian—in the new Ontario law.

We've done considerable research in the last few days trying to find out just what this

means; and I'm sorry to say it means nothing. It means that as far as the private companies go a few more Canadians are going to have paying jobs, girls in the office are suddenly going to become directors.

But as far as the public companies go it doesn't mean a thing because we found that in the public companies already—practically all of them—far more than 51 per cent of their directors are Canadians, paid Canadians, hired Canadians—who have nothing to do with overall, ultimate policy.

I'd like to give you an example of a company which is typical, and it's a public company; I'm referring to Canadian Admiral.

It may be Admiral, but it's not Canadian; let me say this. And yet they advertise. You hear Gordon Sinclair extolling their virtues every day on CFRB. This is the Canadian company; it's doing all the great Canadian things.

We look at the board of directors and they're 90 per cent Canadian; all except one gentleman, I believe, is Canadian. The president is a Canadian, his name is Whitaker. But they're all bought men and they have, as far as I can see, very little effect on the policy.

Canadian Admiral is a public company here. It's an Ontario company. Most of the stock is held by Admiral Corp. of the United States. A small percentage is held by Canadians, people living in Ontario. But these people don't get any dividends for reasons that only Mr. Barreca, the man who owns Admiral Corporation, could tell. He decided that he was mad at the Canadian shareholders and he wasn't going to pay them any dividends.

They also don't get reports. If you are a shareholder, a Canadian shareholder, with Canadian Admiral, the only way you can find out what the company is doing is to buy stock in the American parent corporation, a company called Admiral International, in which case every three months they'll send you out a beautiful, huge report, multi-coloured, many pages, telling you exactly what Canadian Admiral is doing.

If, however, you're only a shareholder of Canadian Admiral, you get what the law insists, which is once a year you get a piece of paper, I guess eight by six inches, with the income, expenses, sales; the bare facts of what the law requires. Not a word as to how the company is doing, not a word as to what the intentions are, not a word of the progress of the sales, all of which is found

in the American report in specific reference to the Canadian company.

So to put in this type of regulation isn't going to make any difference to the Canadian Admirals of this province. We already have Canadian Admiral completely controlled, pardon me, not completely controlled, completely Canadianized as far as the board of directors go, with the exception of one man who comes up from the United States and tells them what to do. I've had the opportunity to talk to a few of the directors—

Mr. R. F. Nixon: Usually the directors have to go down there for their instructions!

Mr. Shulman: No, they actually have the meeting here. I think that's a Canadian law, or Ontario law. They have to come here. So Mr. Barreca comes up once a year and he tells them what to do and what to say. They don't like it, but they're paid very, very well. They get a very high salary for being on that board of directors, and this legislation isn't going to change it at all.

Canadian shareholders are going to be no better off. We're still going to have our 'bought' Canadians sitting on the board of directors. But if you really want to do something, there's two things you should do.

Just say Canadian subsidiaries must be treated the same as American subsidiaries. Does it seem proper that the American company sends out a quarterly report with all the details of what's going on here in Canada; while the Canadian company doesn't give anything out.

Now there's one thing you could do, if you really wanted to do something.

The other thing, of course, is to demand a certain amount of equity interest to be held in Canada. If you—

Mr. Chairman: Excuse me, Mr. Shulman, I think the whips are ready for the vote. If you'd care to proceed to the House we will reconvene when the vote has been completed.

The committee recessed at 4:05 o'clock, p.m., for a vote in the House and reconvened at 4:15.

Mr. Shulman: Mr. Chairman, I don't think the government may have realized yet just how serious this matter is. Last Thursday I was down at the Toronto Stock Exchange as their guest and it was impressed upon me at that time just how serious this can be, because the important stocks that trade in Toronto are also listed in Montreal.

I'm not too worried about business going to New York because there isn't the interesting problem that we have there. Most of our big stocks aren't traded in New York, a few are; but they are all traded in Montreal and it's just as easy for a person to put a trade through the Montreal exchange as it is through the Toronto exchange and it can make a difference of perhaps \$1,000 or more to the client on a substantial trade; and, naturally, he is going to use the method that is going to be the most profitable for him.

We are going to adjourn here Friday and I would like to recommend very strongly to the minister that he not let this drag over the summer, because if he does what is a minor problem now may be a very major problem by the end of the summer.

It isn't just the few trades or the number of trades that switch. Patterns are set, and if you have a trust company that suddenly becomes used to dealing with a Montreal broker, they switch to Kippen from Nesbitt or from Chisholm. They may very well not come back; and this is permanent business that is going to go outside of Ontario, and it may be very harmful to our financial community.

I'm the last one to be speaking up for the financial community, but this is a situation which may very well develop into an emergency before the summer is over. I would strongly recommend to the minister that he not let it go over the summer but that he do something in the few days that are left; because if he doesn't he's going to wish he did, I'm certain of that.

I'd like to say a word or two about the matter of insurance, from a slightly different aspect than the Leader of the Opposition. I have the feeling—in fact, I believe after some five years of banging my head against the insurance department—that your Superintendent of Insurance isn't doing the job which the public expects him to do, which is to protect the public against the insurance companies.

All too often we have the feeling he is protecting the insurance companies against the public, because they get away with things that no member of any other industry could get away with. Allstate used to be my favourite company for doing the wrong thing against its own policyholders; but I have to give it second place now, because Mutual of Omaha has developed in the last year—they must have a new president—because they developed a new policy which seems to be to screw the policyholders whenever possible.

I brought attention to the case of a Mr. Leonard Pryor—I'm sure the minister will remember—who had his health benefits cut off because he left his home to visit his doctor. We tried every possible pressure to have those benefits put back on again; through the press, through the Superintendent of Insurance, through every other method.

Everything failed; until finally the minister performed some magic, for which I thanked him then and I thank him again now. He somehow got them into his office and had this individual case redressed and the man started receiving his disablement payments again as he should have right along.

I thought that was the end of it; but unfortunately it isn't, because Mutual of Omaha have now begun a new policy in an organized way of trying, literally, to get out of obligations which any sensible person would realize is an obligation. And the Superintendent of Insurance doesn't seem to be able to do anything about it.

Over the last 30 years they have been selling group policies here in Ontario, in fact across Canada. A number of them were sold to people who worked on the railway. These policies were bought—I have one here in front of me now which was purchased, let's see if I can find the date on it. Yes, it was way back in 1940; September 18, 1940. It's supposedly non-cancellable. If we go back 20 years, insurance companies used to like to sell what they called cancellable policies, which meant if you got sick they could cancel your insurance. If you had a heart attack and they paid you for six weeks off work they would then cancel the insurance. If you had a second heart attack, you were just out of luck.

A company by the name of Paul Revere came in and said, "This is ridiculous. We can sell non-cancellable health insurance." As a result of Paul Revere's pioneering activities the other companies gradually came around and began selling non-cancellable insurance. I think that is probably the only type of health insurance that is sold in Ontario at the present time.

I can't believe anyone would attempt to sell cancellable health insurance today, because it is of no value. If the insurance company can cancel your health insurance as soon as you stop being healthy what is the point of having the insurance?

I have this particular policy, which was sold way back in 1940, and supposedly it is non-cancellable. Right here in great big print

it says: "Non-cancellable term feature." And that sounds to me like it is non-cancellable.

Underneath it, in smaller print, it says: "This policy may not be terminated at any time during a term for which the premium has been paid by the insured and accepted by the association." That sounds like it is non-cancellable. I guess it depends on your English.

This evil company, and I use the word advisedly, is now in the process of cancelling any of these policies held by its insureds as soon as they reach the age of 70. Let's stop and think what this means.

This is supposed to be a lifetime policy and the premium is worked out on a level premium. You pay the same every year, regardless of whether you are 20 or 70, so you pay more when you are younger than what you really should pay through just buying on a short-term basis. You are paying less when you are older, because you paid more in the years that have gone before. The idea is that the benefits they make in the early years in the policy in not having to pay claims average out and in later years they'll pay more claims.

They are now going through the gimmick of cancelling all these policies and sending out a letter.

This particular policy belonged to a Clarice Grace Kennedy of Burk's Falls, Ont. Most of these policies are sold in little places across Ontario; they are not Toronto people. They sent her a letter saying they were cancelling her insurance as was their right because, although it is non-cancellable, I guess you have to read it more slowly, it says: "It may not be terminated at any time when the premium has been paid by the insured"—it was paid by the insured—"and accepted by the association." They say: "We are not accepting it, therefore it is automatically cancelled."

I thought this was a little strange, so I got in touch with the company and Mr. J. L. Whittaker, the vice-president, wrote me back and said:

Miss Kennedy will be 79 years of age on her next birthday. Her policy will remain in force until Oct. 1, 1972, the premium having been paid to that date. We will be writing Miss Kennedy several weeks before Oct. 1, 1972, to inform her of a policy which, incidentally has been filed with the department of insurance, for those over 70 years of age. This plan has been developed in the belief that a need may

still exist for those benefits. It is hoped this plan may be of interest to her.

In other words what they are quite willing to do is give her back her policy, under a new name now, provided she will pay premiums which happen to be two or three times as high as what she is paying at the present time. It is just robbery! It is just plain, simple robbery.

One would think that this is the sort of case in which the Superintendent of Insurance would come grinding down with two feet on the insurance companies—or on this particular insurance company, which feels it has very little obligation to its policyholders. Yet we just can't get anywhere.

This is not an individual case. This is the second particular case I brought to the minister's attention. The company has made it very clear that it intends to cancel all of these policies, even though they are non-cancellable, as soon as the policyholders reach age 70.

Surely in Ontario we have passed the point where insurance companies should be above the law and able to get away with this. You are supposed to have such great control over them! For goodness sake make these people do something. All right, I'll leave that for the moment.

The third matter which I would like to speak about briefly at the present time is the Ontario Securities Commission. I'm going to be very critical, and before I begin let me say that I'm not directing any personal remarks to the two gentlemen here, who I know are gentlemen and well meaning and kindly. I'm sure they love their dogs and their children and everything else. But I have grave doubts about their judgement, and in fact the judgement of the whole Ontario Securities Commission, because of three incidents which have happened recently which make me think that somebody down there has lost his sense of what it's all about. I think I'll start with organized crime. I guess that's the best place to start. I am going to end up with a personal experience I had.

There are two brokerage firms who were active in Ontario until fairly recently. One of them still is. One is A. E. Ames and Co. Ltd. and the other is Holland, Andrews, Perrier and Co. Ltd.

The difference between the two is that A. E. Ames and Co. is an old established firm, probably one of the most reputable firms involved in the brokerage business in Ontario or in the world. The other firm, Holland,

Andrews, Perrier and Co., was a tool for organized criminals. It was the firm that was used to float worthless stocks through the Montreal exchange, through the Montreal market primarily, but also in Ontario, on behalf of people involved with organized crime.

Both brokers have had some problems with the Ontario Securities Commission. But the contrast in the treatment given the two is incredible. The reputable firm has been slammed; it has been punished; while the crooks, the people involved with organized crime were given a special treatment in secret. They were suspended for a few days, but they were given a special benefit of having the suspension imposed secretly. A promise was made to Mr. Holland of this firm that no publicity would be received in the matter. Then a few days later the suspension was removed.

I'll come back to that in a minute; but, first, let's go to A. E. Ames. What was the great crime that A. E. Ames committed?

There was a firm called Kaiser Resources Ltd., an American firm, a subsidiary of the American firm, Kaiser Steel Corp., that went out to British Columbia to dig out coal and sell it to the Japanese. At the time they decided to make a public issue of part of this stock to Canadians, which presumably we are in favour of.

So here's point number one, and I give full credit to the Financial Post which dug up these details. The first thing they did was they decided, instead of keeping all the stock themselves—and it looked like a really good thing at that time—they were going to bring out some of the stock and give it to Canadians; and they issued it at \$12 a share.

The second thing they did—and here's where the troubles began—they held back some of the stock and sold it to their own board of directors, the people involved on the inside. I suggest to you that is a good thing too, because we certainly want management involved in the financial end of the firm. We don't want management having no financial interest or they are not going to really have the great incentive to get out and work. So this is the second thing that happened, and A. E. Ames agreed to go along with that.

The third thing that happened was that in order to sell stock that is issued in Canada in the United States you have to make a special registration with the SEC in the United States. This is a very expensive business and it involves considerable delay and a great deal of expense.

The amount of stock that was being issued to these Americans was very small. So instead of doing that, what they did was set up a Canadian subsidiary, which was owned by these American directors and this block of stock was sold to this Canadian subsidiary in Canada. In other words, the stock was not sold directly to the Americans.

A. E. Ames was the underwriter. In the prospectus they said that no stock was being offered in the United States or to any of its citizens. There is no requirement in Canada that we have such a thing in the prospectus. This was put in purely and simply as a routine. It's done always, actually, in Canadian issues which are not being registered in the United States. This is where A. E. Ames ran into great trouble.

Now as time went along, the stock rose tremendously. Some of these insiders, some of these directors, sold stock. While they were selling stock, at the very top of the market, in fact Mr. William B. MacDonald, the president of A. E. Ames, was buying stock, stock which he still holds. These American directors did not file insiders' reports saying that they were selling their stock. This became public knowledge a few months ago as a result of a reporter digging for the Wall Street Journal.

We then had the Securities Commission coming down with both feet; not on these directors, who had done the wrong thing and not revealed their sales, but on A. E. Ames; on their president, William B. MacDonald, who had bought stock at the same time as these directors were selling it; and on the vice-president, Ronald Gunn. These were the people who were punished. One guy commits the offence, the other guy gets punished.

This is how the Securities Commission acted in the case of A. E. Ames. And everyone who is involved in the financial community said: "What in hell are they doing there? If they want to punish someone, why don't they punish the guys who really made the money and committed the offence?" Why pick out Ames, who everyone knows are reputable brokers, and punish them; when in effect whatever they did, if it was wrong, was so marginal it is pretty hard to find the margin? All right; that is how they treated A. E. Ames. A little peculiar, perhaps!

How did they treat Holland, Andrews, Perrier and Co.? Let me tell you about Holland, Andrews, Perrier and Co.

They're the company that promoted—well I am going to talk about Pan-American

Mines, because that is the one where we know there is Mafia involvement—but they are also the company that promoted White-rock. You are familiar with that, the mess that came out of that. But let's leave that aside for the moment.

The reason Holland, Andrews, Perrier and Co. got into serious difficulty was because they were the people who promoted and distributed Pan-American Mines, which was originally set up by a man named Steve Schwartz, who is the Montreal spokesman for a certain branch of organized crime.

They sucked in—I use the word advisedly—some reputable people from the Howard Hughes organization, specifically Mr. Eckersley. They put on a great show but there is no question, from reading the evidence which has now been made public, that Holland, Andrews, Perrier and Co. were aware from very early on—probably from the beginning—that this was a fraudulent promotion.

And how did they get treated, in contrast to Ames, by the Securities Commission here in Ontario? They get called in to a little private meeting and the commission says: "Look boys, we're going to suspend you, but don't worry. We won't tell anybody, so it won't hurt your name any." And they don't tell anybody. They keep it a secret. Then a few days later, they lift the suspension, for whatever reason I don't know. I presume it was good reason and I don't care.

What bothers me is the secrecy. This is how we treat the Mafia and this is how we treat A. E. Ames. I started wondering, what in hell is that Securities Commission doing down there, and who have you got sitting on it who would make a classic error like this?

Well I had a personal experience with them a few weeks ago and I want to tell you about that, Mr. Chairman, as soon as the minister is free.

Hon. Mr. Winkler: I am free.

Mr. Shulman: You have a section under the Act, section 19, I believe of the Securities Act, which was set up to allow small issues of stocks or bonds, as the case may be, to be sold without registration for long-term investment to sophisticated corporations, or individuals I suppose—it wasn't spelled out—but let's say corporations to start with.

If you wish to be listed as one of those sophisticated corporations, you apply to the Securities Commission and you pay them \$100. They consider your merits and decide

whether you are sophisticated or not. If you are sophisticated enough you are put on its very special list—I believe there are 40 or 50 names on it at the present time—of companies who may purchase unregistered stock.

Some weeks ago, I guess about a month ago, on behalf of a corporation of which I am a large shareholder, I made an application to the Securities Commission to be put on this list of 40 or 50 names. They held three meetings concerning it, at the third of which I was invited to attend, although they apparently had pretty well decided before I arrived what they were going to do. They turned down the application, not on the basis of not being sophisticated enough—they didn't challenge that—they turned the company down on the basis that it wasn't big enough. It only had \$300,000 or \$400,000 in the Treasury. As they put it: "If we accept this application we are going to have all sorts of other small corporations applying."

Now I wasn't sure what the objection was to small corporations. I said to them: "Well, suppose you have 100 on your list instead of 40?" They said: "Well, we might have 2,000 on the list, not 100." And I presume they were worried about the amount of work they would have to do in considering the merits of all the individual applications.

But they were not prepared to consider individual merits on individual applications. They had decided—and it's nowhere in the legislation—that they were going to go on a matter of size. They were willing to give an exemption on any individual issue. If you bought \$100,000 or more; they were prepared to put people on the list if they had \$5 million or \$10 million or \$15 million. But they weren't prepared to consider the merits of each individual corporation that came in front of them.

Now I submit to you that this shows very bad judgment on the part of your Securities Commission. Surely it shouldn't be a matter of concern to them how many cases they have to hear; or how many people come in front of them for application. Because that seemed to be what their major worry was: "Good Lord, we'll have all sorts of people applying." That's what they were worried about. What difference does it make if they have to work a little harder? Instead of sitting one day a week, maybe they'll have to sit two days a week.

Now, I am not going to continue at the present time, Mr. Minister. I hope you'll respond to this, because frankly I've lost all

confidence in the Ontario Securities Commission as it is now constituted.

Mr. Chairman: Before the minister responds, I think I'll make your afternoon a little more pleasant by asking Mrs. Birch to take the chair, since she is now here.

Hon. Mr. Winkler: Madam Chairman, I will respond as briefly as possible and try to cover all of the points that have been raised.

First of all the leader of the Liberal Party spoke about the legislation that was introduced last week—the business corporations bill and the directors' requirements. Certainly we are very well aware of the possible effects because we have required the majority of directors to be Canadian and the majority of the quorums called to be Canadian, the majority of the meetings to be held in Canada. We are also very well aware of the fact that this does not reflect the control of a company in any way. We believe that when that bill becomes operative, and when we finally do start to have reporting on the bill, the information we receive will be valuable to us.

I recall going through the debate on the insurance bill, when several members raised this point too; the 51 per cent ownership aspect of it. We know full well that this doesn't reflect on the control of the company, but we think it is a step in the right direction. And had we, in fact, taken greater steps forward, we might well have been in conflict with other areas of thinking in this country, particularly in regard to companies that have federal charters.

We had to be careful. I think that we did not infringe upon the evidence of companies now in Ontario; or create any mood that would in fact maybe make them determine that some other move would be better for them.

Mr. R. F. Nixon: They are not affected by your legislation?

Hon. Mr. Winkler: No, that is correct.

I might say to the hon. member that over this past weekend I had the privilege of communicating with a few of them, and contrary to what the member for High Park had to say, these companies are totally American-owned, had totally American boards of directors; although I know there is a move in the direction which you mentioned.

Mr. Shulman: Public companies?

Hon. Mr. Winkler: Yes. And—

Mr. Shulman: We haven't been able to find one public company like that. Can you name one?

Hon. Mr. Winkler: Well, I think so.

Nevertheless, let me say this to you, that on the weekend when I had the opportunity of discussing with the personnel of these companies—whose management has been totally Canadian for quite some time—that they had their boards visit them this past weekend. Everybody was very delighted with the move that we had made. The fact of the matter was that it had never come to their attention before in direction of the company in the Province of Ontario. It had been left reasonably well in the hands of management, and possibly with some aspect of the member for Riverdale—oh, sorry!

Mr. R. F. Nixon: It isn't an indication that it isn't going to cramp their style.

Hon. Mr. Winkler: Well maybe not, but it is also an indication that they perked their ears up and paid attention. They made the moves immediately over this past weekend and the Canadians involved are extremely delighted.

I think that the role of the directors in any company is changing, it is becoming much more responsible and I think that directors will not be governed as much any more by decisions of major companies themselves, and that possibly it will have an impact on the direction those companies will take within our society. That is what we think.

I suggest to the leader of the Liberal Party that we are open to have a further look at this when the impact of it is felt. If there is a great impact in the province, I think with the co-operation of other jurisdictions we might well make further moves; but we felt that this was as far as we could go at the present time.

Mr. R. F. Nixon: Madam Chairman, would the minister permit a few questions on this subject or would he prefer to finish and we will come back at it?

I just wanted to ask him if he didn't feel there was a substantial conflict of interest if the Canadian director is also employed by the company? I can't see how he can have an iota of independence, and that surely for every instance that the minister recounts where there was a group of people delighted to have the opportunity to appoint Canadian directors, there would be many boards of

directors, similar to a company that I know, a very large American company with a Canadian subsidiary, and a Canadian board and a Canadian president—it has offices from coast to coast; it advertises a lot and does a tremendous amount of business. The president and a group from the board attend monthly meetings in Baltimore, where as employees of the company they have the responsibility to report on their business matters and to participate in certain discussions of course, but in fact they accept the direction of the American board of directors as to what they are going to do for the next thirty days.

Surely if they are employed by the company, then if they are also allowed to be directors, it's just the merest proforma window-dressing.

Hon. Mr. Winkler: Well, I think that we will have to have a look in due course and see if that, in fact, is taking place. The fact that we are going to require them to hold a majority of their meetings here, and a majority of the quorums will have to be Canadian, will have an impact.

Mr. R. F. Nixon: Of course that will not preclude a person who is a director, or an officer of the company, going down to receive his directions, or getting them by the American corporate executive officer coming up and telling him what the devil to do and when to do it and how high to jump.

Hon. Mr. Winkler: That may be so, but I understand that all public companies in the Province of Ontario have to have two outside directors, and that may be a further move we will have to make in due course.

Mr. R. F. Nixon: There are so many instances where at the annual meeting of a small corporation, they will go out and get the girl who is answering the phone to be a director, I'm sure that that's the case. The importance of that, it seems to me—

Hon. Mr. Winkler: Yes, I think we recognize that aspect of the legislation and you can be very sure that we will be watching it to see that it doesn't happen. We don't want it to happen.

Mr. R. F. Nixon: You haven't got a regulation against it.

Hon. Mr. Winkler: Pardon?

Mr. R. F. Nixon: You haven't any regulation against it.

Hon. Mr. Winkler: Well, I don't think there is a regulation against it but I think that—and this question has come up many times—the penalty involved is a rather severe one, and let us hope that we will never have to exercise it. I reiterate, let's hope that we never have to exercise it, and that they do, in fact, comply. Inasmuch as you agree with it, I think, as a reasonable and good initial move, we will be—

Mr. R. F. Nixon: A very good political move.

Hon. Mr. Winkler: —looking forward to—that may be so, too—the co-operation of, I might as well say the federal government, and hope that we can follow a line that will satisfy more Canadians, if that in fact is their desire.

Mr. R. F. Nixon: However, when Walter Gordon thinks it's great then it must be great.

Hon. Mr. Winkler: Yes, Walter phoned me about that.

You mentioned the security transfer tax, both of you made reference to that, and I hope I can answer both of you together. We realize the seriousness of this situation and we had felt, when I was back in the Department of Revenue, that this would and could be a lucrative source of revenue for both provinces, because, in fact, as it was intimated several times, the majority of this business was being transacted in the Province of Ontario and in the Province of Quebec.

I will go only so far as to say that the Province of Quebec knew of our feelings, knew that we considered that it was a reasonable source of revenue and that we might have a second look at exactly how it was being applied at the time that the change was made by them, by the Province of Quebec. We have been watching it very carefully, and although there hasn't been a great movement as yet, we realize the seriousness of the situation as far as the Province of Ontario is concerned.

The Treasurer (Mr. McKeough) is in fact on top of the situation daily, and I am inclined to agree with the gentlemen that have expressed their view, and my recommendations will be in that direction. I hope that's sufficient in that regard.

Mr. Shulman: But will that be before the summer recess?

Hon. Mr. Winkler: I regret that it is not totally within my purview to make such a statement. It's policy, and as soon as it's ready I suppose that action will take place.

The leader of the Liberal Party also made some reference to the insurance industry, and the control that we might exercise in this field. I would like to say that our experience thus far has been—and I think I may have made some reference to it in the House, I am not absolutely certain—that the Province of Ontario at the moment in regard to rates has probably the most outstanding record in North America, and indeed in other areas where there are rate control boards.

In the State of New York, for instance, their experience has not been a satisfactory one in relationship to our own, and the costs of administration, as far as the rate control board is concerned, is fantastic as far as the administration is concerned.

Mr. R. F. Nixon: Of the board itself you mean?

Hon. Mr. Winkler: Yes, that is correct. In the Province of British Columbia they have such an authority. I don't know exactly what you call it, but I think it is a rate control board too. It has not had the effect of reducing rates. As I indicated very briefly in the House today, our record in that regard is much better than theirs, and it may not seem appropriate to the members—

Mr. R. F. Nixon: What if you have compulsory insurance?

Hon. Mr. Winkler: Well, that's another matter and we are certainly looking at it, I can tell you that. When that day comes we may review the situation that currently exists, but at the moment the status quo is that our record is equal and better than, as I say, any of them in North America. Although it may not please the members here, that is the way it is, and until a change takes place all around we'll maintain that position, which I believe is rather superior.

Now the next reference was to lotteries. I think the member was making reference to the multiplicity of lotteries in that they are not sufficiently productive. Our concern has been that the smaller lottery is of greater benefit to the community than the larger lottery. Now there are instances, and they have been reported in the House as everyone knows, where possibly we couldn't refer to the situation directly as a lottery as the member for Windsor—

Mr. B. Newman (Windsor-Walkerville): Windsor-Walkerville.

Hon. Mr. Winkler—Windsor-Walkerville has made reference. Those situations do arise. However, we have found that where large lotteries are allowed to be instituted that it does deprive other smaller communities of their share for whatever their purpose.

As a matter of fact we had one of the smaller communities in yesterday which has had no experience in this particular field, and they in fact are going to use one for a very worthwhile community project. It will be operated by one of the number of local service groups. We think that this creates a better community spirit to bring about the result that those communities want.

As you know there have been some larger ones, and also very satisfactory and beneficial type lotteries in the province; but at the moment we've been careful about that very philosophy, to see that the share of funds that are available are, in fact, spread around the province rather than concentrated in one large way.

Whether or not we will institute provincial lotteries and then divide the spoils, this is not as yet a matter of policy. But I can say that we have also looked at this situation and it may be that in due course we would institute such a plan.

Further reference to the racing commission: This one is currently before us, of course, and the member raised the question that was raised by one of the Ottawa members in the House, Ottawa East, a couple of days ago. I think he didn't quite understand what the formula was. The tax for racetracks from the provincial government has been five per cent.

A few years ago there was quite a disturbing situation arose whereby the actual drivers at the track were not having a large enough return in purses to make it a worthwhile venture for them to be in the business, or in fact, to spend that much time to prepare their horses for the track and so on. The solution was that that tax was increased, if my memory serves me correctly, to six per cent, and the one per cent was set aside.

I'm sorry, I'm informed the previous figure was six per cent; it was increased from six to seven.

The one per cent now provides the tracks with purses, that is a contribution towards purses, of \$1,700,325. It supports equine research at Guelph to the tune of \$25,000; and also the bigger awards, which total \$356,600. I believe, still leave a little margin that comes

back into the consolidated revenue fund. That is the formula, that is the way it has developed, and that is where the money goes to.

I might say that having been here these few years, I have heard the argument so many times about the province making grants in regard to breeder awards. I think that situation has now changed because of the fact that money comes from the taxes charged to the tracks and is in that figure, as I said to you, of \$356,600. But the total revenue, otherwise, to the provincial government is in round figures in the neighbourhood of \$20 million.

Mr. R. F. Nixon: What is the \$2 million you list as the transfer of payment racetracks tax-sharing arrangements?

Hon. Mr. Winkler: Those are the three items that I mentioned, the equine research, the breeders' awards and the purse grants.

Mr. R. F. Nixon: What kind of research?

Hon. Mr. Winkler: Equine; horse!

Mr. R. F. Nixon: Equine?

Hon. Mr. Winkler: Equine, am I wrong?

Mr. R. F. Nixon: Well, equine is right yes.

Hon. Mr. Winkler: Thank you.

Mr. R. F. Nixon: But I didn't know you said that.

Mr. B. Newman: Madam Chairman, may I ask the minister what the philosophy behind that one per cent to the purses is? Is it to improve the breed of the horse and as a result increase the betting?

Hon. Mr. Winkler: Eventually, but basically it is for the upgrading of the breeding of horses, and I want to say—

Mr. B. Newman: Well, you are only giving a very small portion to the breeding of horses, the major portion is going to the increasing of purses.

Mr. F. J. Pillgrem (Deputy Minister): That is correct, but at the same time—

Mr. B. Newman: Well, it hasn't had that effect, because when you look in the annual report you see from 1970-71 the wagering has decreased.

Mr. Shulman: That is a long time ago.

Hon. Mr. Winkler: Yes, there are—

Mr. B. Newman: It hasn't improved at all.

Hon. Mr. Winkler: Just a moment! There were reasons last year, and this happened all over the whole of the North American continent as a matter of fact, but it is on the road back up again and I think you—

Mr. Pillgrem: It has increased considerably this year.

Hon. Mr. Winkler: I'm informed it has considerably increased so that—

Mr. Pillgrem: Mr. Chairman, all across America last year the trend was to a drop in betting as a result of economic conditions and what have you.

Hon. Mr. Winkler: Attendance and so on.

Mr. B. Newman: That emphasizes the point that there is no need for that one per cent to go to the purses at all. You haven't had any effect at all.

Hon. Mr. Winkler: You probably have your finger on the wrong thing; that is the point.

Mr. B. Newman: I am on the right thing.

Mr. F. Drea (Scarborough Centre): If you don't give them a decent purse here, they will take the horse elsewhere.

Mr. B. Newman: It hasn't had that effect, though.

Hon. Mr. Winkler: Madam Chairman, as we go down through the votes, the directors are here to make replies to these questions themselves, and if there is a need for clarification, they are available to us.

I would like to carry on here now with the remarks made in regard to consumer protection. I believe there was a statement made yesterday by the Provincial Secretary for Justice (Mr. A. F. Lawrence) in regard to organized crime. This will be under the purview of the policy committee of justice for the government; it is well under way.

I want to assure the leader of the Liberal Party that we are cognizant of all aspects of it, and I think he will be hearing a lot from this organization's task force in due course, and our department is a member of that task force.

Mr. R. F. Nixon: Will that be the "Co-operative Committee of Cabinet on Crime"—the four Cs?

Hon. Mr. Winkler: I don't know what they are going to call it, but it is a task force which we think will be very effective.

Now, in regard to the remarks of the member for High Park, I think that some of my replies probably have served his presentation.

Mr. Shulman: I mentioned the insurance company and the Securities Commission.

Hon. Mr. Winkler: Well, I was going to say this when I got there, but in regard to the Securities Commission you raised two rather technical points regarding what has transpired at the Securities Commission level. Mr. Royce is with us, and I think I shall allow him to respond to your points when we reach that, if that is suitable to you.

Mr. Shulman: There are three committees sitting at once and I must be away from 5 to 6. I trust he will still be here at 8 o'clock, will he?

Hon. Mr. Winkler: Oh, I would think so, yes.

The member for High Park raised the matter of Mutual of Omaha and the position they are taking within the Province of Ontario in their department and the production of their policies. I think we will wait until that point arises too, because Mr. Grundy has quite a voluminous file on that particular company.

Now I think those comments will be sufficient for now.

On vote 1101:

Madam Chairman: Item 1 carried?

Mr. E. W. Martel (Sudbury East): Madam Chairman, can I just ask where we can discuss consumer protection?

Hon. Mr. Winkler: Is it in the first vote?

Mr. Pillgrem: No, vote 1102, I believe, having to do with financial institutions.

Madam Chairman: Item 1 carried?

Mr. R. F. Nixon: There is one matter I wanted to ask the minister about specifically; I mentioned it in my opening remarks.

It is my understanding that Ontario does not require as stringent reporting from companies registered here as is required in other jurisdictions and in the federal jurisdiction. There is some reason, then, why private corporations, which in fact may be wholly owned by very large, joint-stock foreign corporations, would desire to have Ontario registry since the requirements for reporting are minimal. I wonder if the minister would comment on that?

Hon. Mr. Winkler: I am informed that, particularly in the case of private companies, it is not within our legal ability to require them to report because they come within the terms of the federal statute, where they do have to report.

Mr. R. F. Nixon: Do you mean to say that if they are registered under the Ontario Corporations Act, or whatever it is, you do not have the power to require certain reporting practices that might be fuller than those required by federal jurisdictions? It is my understanding that many of these companies are, in fact, subsidiaries of very large American corporations and that it's very difficult, if not impossible, to determine what profits they do make and how much of this profit is being drained out of the country.

Hon. Mr. Winkler: I'll let Mr. Young answer that. He's well acquainted in that field.

Mr. J. K. Young (Assistant Deputy Minister): I'm not too sure, sir, that I understand the question, but there are—

Mr. R. F. Nixon: Well then, let's start back a bit. It is my understanding that if a company is wholly owned by a large American corporation it can be registered under Ontario law as a private company, when in fact it has no shareholders except the American parent.

Mr. J. K. Young: That's right!

Mr. R. F. Nixon: Under those circumstances it does not have to report its earnings publicly, nor any business transactions that are normally reported by companies with federal registration.

Hon. Mr. Winkler: That's correct.

Mr. J. K. Young: That's true, sir. Yes, except that in the federal domain—

Mr. R. F. Nixon: Okay, we have got that clear.

Now I would like to ask the minister if he is contemplating stepping up the reporting requirement in the province so that it is at least equivalent to the federal requirement?

Hon. Mr. Winkler: In this particular private kind of company? Is that what you are asking?

Mr. R. F. Nixon: Yes. I suppose General Motors would fit into that.

Mr. J. K. Young: Well under the federal provisions they have a formula of \$5 million and \$10 million net assets and assets and revenue. Companies of that size do disclose—

Mr. R. F. Nixon: Right!

Mr. J. K. Young —in the same manner as public companies disclose. If they are smaller than that, then they do not.

Mr. R. F. Nixon: And they come under provincial jurisdiction if they are smaller than that—

Mr. J. K. Young: No, not necessarily.

Mr. R. F. Nixon: —or could, if we chose?

Mr. J. K. Young: Well we can't take jurisdiction over a federally incorporated company.

Mr. R. F. Nixon: Of course not, we are talking about provincially incorporated companies.

Mr. J. K. Young: Provincially incorporated companies? No private Ontario company, in the sense that it is not offering securities to the public, must publicly disclose its financial statements in Ontario.

Mr. R. F. Nixon: Would the minister consider this as a policy matter?

Hon. Mr. Winkler: I will take your suggestion and bring it forward, if that reporting does in fact supply a service to the public. Yes, if it does.

Mr. R. F. Nixon: Particularly if the private company is owned by a foreign corporation, which is in a position to drain profits out of here, then at least we ought to know—

Hon. Mr. Winkler: I understand what you mean.

Mr. R. F. Nixon: —the extent. I don't think that necessarily would call for an interference in their business practice, but it very well might if in connection with other information from similar sources it appears that the economy is being milked, as many people suspect.

Hon. Mr. Winkler: Inasmuch as we believe that reporting is an extremely important factor in a particular area, as I say I'll take that as a suggestion and bring it up as a policy matter.

Mr. R. F. Nixon: Okay!

Mr. D. A. Paterson (Essex South): Madam Chairman, might I ask the minister if he has had any meetings recently with the business world, or Chamber of Commerce, in relation to the matter of store hours, closing days and so forth; and is he contemplating the introduction of any legislation in regard to this in the foreseeable future, based on the Quebec bill and other bills that might be present in the House at the present time?

Hon. Mr. Winkler: I can assure the hon. member that the matter is very actively before my policy field and we are communicating.

Mr. R. F. Nixon: Communicating with whom?

Hon. Mr. Winkler: With the business people concerned.

Mr. Paterson: A second question, in relation to personnel services: Is there a shortage in some of your regional offices, particularly in your consumer protection branch, of experienced personnel? The reason I ask this question is that from time to time I have occasion to raise matters with, I believe it is Mr. Wipp, if he is still in the Windsor office, and he indicates a work load that is much more than we MMPs have to bear. I wonder if there is sufficient personnel available in this very vital new area in the province.

Hon. Mr. Winkler: I'll let my deputy answer it.

Mr. Pillgrem: I hate to admit it, but of course it is a matter of cost. There is a considerable number associated with the consumer protection bureau and the consumer protection division in total. Mr. Wipp, fortunately for all of us, is an extremely conscientious employee and assumes a work load far beyond what most employees would do, very frankly.

Mr. Martel: He's not a simple worker—he quits!

Mr. Pillgrem: He quits every now and then and comes back the next day. He gets mad at us and comes back. This is unfortunate, and I appreciate that, but he is a very conscientious employee and tries very hard.

It's hard to know how many people are required in an area of this kind and how much we can actually afford to do. Most of the complaints, you realize, are for very small amounts. In lots of cases it's just acting as an adviser, because in so many cases

there are contracts which have been signed; they are complete in themselves.

There is not really very much we can do other than give the person a little bit of advice and ensure that they don't do the same thing again. I suppose it's easy to say that we could have 150 employees in the consumer protection bureau instead of about 13 as we actually have, and their services could be used. But—

Mr. Paterson: Could you not add staff each year to that service?

Mr. Pillgrem: Do you have some additional staff this year, Mr. Turner. Not in the bureau itself, in other sections of the division.

Mr. Martel: Why don't you ask Bill for some extra staff?

Hon. Mr. Winkler: Pardon me?

Mr. Martel: Ask Bill for some of his staff.

Hon. Mr. Winkler: I run my own show.

Mr. Martel: He's only got—68 isn't it?

Hon. Mr. Winkler: Yes.

Mr. B. Newman: Madam Chairman, doesn't the fact that you have only 13 in the consumer protection bureau sort of point out to the business community, especially the operator who will not operate on good business principles, that there are only 13 fellows in the whole province to police him. His chance of getting away with unethical business practices is fairly good.

Mr. Pillgrem: That is only in the bureau itself, sir. That is not in the division. Remember, the bureau deals with the itinerant salesman and questions of a general nature having to do with consumer protection or consumer matters. Remember, in addition to that there is the staff under the Motor Vehicle Dealers Act, the Real Estate Act, the Collection Agencies Act, the Mortgage Brokers Act—

Mr. R. F. Nixon: Stuffed Animals Act!

Mr. Pillgrem: The Stuffed Articles Act is another one.

Mr. R. F. Nixon: Yes, Stuffed Articles Act!

Interjections by hon. members.

Mr. Pillgrem: Cemeteries, credit unions, what have you. That is only one small part.

Mr. B. Newman: Yes.

Mr. Pillgrem: Mr. Turner has a staff of 101 at the present moment.

Mr. B. Newman: That is good. But what I first said still holds well, because Mr. Wipp is the only one in the city of Windsor—in the tri-county area if I am not mistaken. How could he possibly take care of the numerous complaints that he would get from the tri-county? He couldn't take care of the city of Windsor alone.

I know the man works like the dickens because I have funnelled complaints to him. He's extremely conscientious, dedicated, but you are going to kill the man down there.

Mr. Pillgrem: I hope he gets his holidays this summer.

Hon. Mr. Winkler: I might say to the member for Windsor-Walkerville that after the House closes I intend visiting some of these heavier work load offices. I hope that we will be able to rectify some of the situations that exist.

Mr. B. Newman: I would think that—

Mr. Martel: How many do you have in Sudbury?

Hon. Mr. Winkler: Pardon?

Mr. Martel: How many men do you have in Sudbury?

Mr. Pillgrem: Doug, in your division; how many in Sudbury area? Not specifically in Sudbury itself.

Mr. Martel: That's par for the course for this government, you know.

Mr. Pillgrem: We have them in North Bay and Sault Ste. Marie.

An hon. member: That's a good place.

Mr. Martel: Par for the course; every department is the same.

Mr. Drea: Is anybody ever in the Sudbury area? Where's Sudbury?

Mr. Martel: The government doesn't know, I can assure you.

Mr. R. F. Nixon: They need a lot of advice up there.

Mr. B. Newman: I wanted to ask the minister if he still intends to introduce legislation concerning gasoline franchising and the relationship of gasoline dealers with the parent company before we adjourn, sometime this week at the latest.

Hon. Mr. Winkler: I would answer it very specifically, I would say probably no. It involves a lot more than myself, as you will appreciate. As far as franchising is concerned, we have now a very full report and we intend to act on it, but not in this session.

Mr. B. Newman: Well, I—

Mr. R. F. Nixon: Madam Chairman, just before we continue with this, would you advise me—I am glad that my colleague raised the matter of the gasoline franchises. I think it is an important matter. Can we undertake some further discussion of it here at this time?

Mr. B. Newman: Well, this comes under policy.

Hon. Mr. Winkler: Sure.

Mr. R. F. Nixon: First vote? Okay, fine.

Hon. Mr. Winkler: It's not a part of the vote, but—

Mr. R. F. Nixon: So, it's got to be under the first vote, eh?

Mr. B. Newman: Under the first vote!

Mr. R. F. Nixon: Right! Policy.

Hon. Mr. Winkler: Just a minute; where were we?

Mr. Pillgrem: I suppose under the main office.

Mr. B. Newman: You're right, because it doesn't come in any specific area; so that is why I brought it up with the main office here.

I hope the minister doesn't delay too long, because he is certainly aware of the number of gas station operators that have sort of folded up and the number that keep finding it extremely difficult to maintain operations with the present method of operating on the part of the wholesale distributor. I hope, also, that when he does introduce legislation, it takes in all of the gimmickry that is involved in the retailing of gas. I hope it likewise takes into consideration the sale of all of these non-gasoline associated—

Mr. Paterson: Gimmicks!

Mr. B. Newman: No, I don't think they are gimmicks; because they've got radios, they have—you name it and it is being sold by the gasoline dealers; or the gasoline wholesalers by means of a credit card.

Mr. Pillgrem: It is simply a system, too. They have a big credit card operation going, which they are paying for anyway, so that they use this as a sales promotional scheme in order to make better use of their credit card system.

Mr. B. Newman: That's right. I don't think it sells any more gasoline at all. It doesn't assist them in the sale of gas, but it does probably assist them to make another little margin of profit on the sale of some other type of merchandise.

Mr. Pillgrem: To pay some of the cost of the credit card system they have already set up.

Mr. B. Newman: Right! Well I hope the review of that includes everything, especially to enable a wholesale price of gasoline to be uniform throughout at least areas of the province, if not all of the province; and enables the retailer of gas to earn a fair margin of profit.

Hon. Mr. Winkler: I'm fully cognizant of the matters that you have raised; and particularly the price of gasoline. It involves, as you appreciate, a great deal more than my department. There are discussions taking place currently about what a solution might be. Although the thrust of it maybe has not come from this ministry, because it has importance in another ministry, there are a number of us who have been discussing it at quite some length in recent days. We will hope to have some sort of a solution.

Mr. B. Newman: But the legislation would be introduced by you; rather than by the Department of Transportation and Communications.

Hon. Mr. Winkler: Well, it may take more legislation than only what emanates from my department.

Mr. B. Newman: Well, we certainly hope that it doesn't remain pigeon-holed too long, Mr. Minister.

Hon. Mr. Winkler: It is not pigeon-holed now, and I hope it won't be either; I assure you.

Mr. B. Newman: All right, when we come back in the fall I hope that you have some good legislation in relation to gasoline and the problems of the gas industry.

Hon. Mr. Winkler: We shall make every effort to.

Madam Chairman: Mr. Nixon.

Mr. R. F. Nixon: Madam Chairman, meanwhile the fellows who have the brand name franchises are going to be working 15 and 18 hours per day trying to keep their head above water financially, while they are competing with gas from their own supplier—their lessor—in a station right around the corner, where gas is selling cheaper than he can buy it wholesale in some cases.

I am informed, as far as Shell is concerned—I happen to use Shell, a local fellow in St. George; he has got great service, and all the rest. I get some of this from people who are right on the gas pumps, working day by day. There is an instance where a Beaver station, which is the cut-rate brand for Shell—and it's sold through a subsidized station—was selling gas to the public at 41.9 cents a gallon. And near this, a brand name Shell station paid, as a wholesale purchase price to the Shell Oil Co., 43.4 cents a gallon. They later marketed the same product at 53.9 cents to the general public.

I realize that the minister has indicated there are discussions going on about this, but honestly, the fellows are trapped in this situation now, with a financial commitment, a personal commitment to a station and a certain group of loyal customers. It is just unholy the pressures that are exerted upon them by their own supplying company.

Now, a company such as Shell, for example, has the big corporate pressures coming from the other firms that are all going into the cut rate business. These cut rate stations, certainly—or as far as the big companies are concerned—are very fine, well-located, clean stations giving good service. You can't just use the ordinary credit card there, although lots of credit cards are accepted. So the pressures that are coming on the gas station operators are simply unholy, it seems to me.

I'm glad to hear the minister say there is some action pending. I just hate to think of a summer where they're not just competing with the guy across the street. Shell isn't just competing with Esso—

Interjection by an hon. member.

Mr. R. F. Nixon: —across the street, they're competing with their own company. It's sort of like the laws we have against dumping. If you've got a product coming in at a price cheaper than you can grow it here, if you're a farmer, or manufacture it here; if you're an industrialist there are laws to protect the innocent bystander in this regard, and we

certainly are going to have to take some action in this. It's just incredible.

These fellows compensate by just working themselves to death and I feel sorry for them. I feel as a member of the Legislature that there should be something we can do; and that's your job.

Hon. Mr. Winkler: Yes, I hope that the members of the committee would be around to support such a move, you know, because the government couldn't be right or couldn't be wrong in that situation. You are going to make half happy and you're going to injure the feelings of the other half. I'm sure that there'll be members of the Legislature who will probably criticize us for doing it. I agree that action has to be taken, and, believe me we understand the problem.

Mr. R. F. Nixon: The whole amount of gas would not vary too much, surely.

Hon. Mr. Winkler: Probably wouldn't vary at all.

Mr. R. F. Nixon: Well, if it gets cheap enough, people tend to—

Hon. Mr. Winkler: Well who are you going to support, the cheap operators or the expensive ones? I don't know.

Mr. Martel: Well, Mr. Minister, you say there is legislation coming.

This problem was drawn to the attention of this department I guess as early as 1965, by a man by the name of Elwood Smith, of Superior Ottawa Association, who has been fighting this rather lonely battle for some seven or eight years. In fact, our friends in the federal government—when he tried to get the men in the Sudbury area to bring in their prices together—brought him into court. The RCMP moved in and the books were all seized and Mr. Smith was fighting a rather lonely battle at that time, too, conducting his own defence.

I first started raising this in 1967, and we're now in 1972 and everyone's been cognizant of it. I can recall reading correspondence between the then minister who is no longer with us—Stanley—

Mr. R. F. Nixon: Rowntree!

Mr. Martel: Les Rowntree assured them away back then that something was coming. You're assuring us now. We've had assurances, lo these seven or eight years! What has prompted the great delay?

Hon. Mr. Winkler: Well, I must say that I have only been in the department a very short time and I have told you that I'm cognizant of the matter. If you're not prepared to accept that, that's all right.

I can remember the same gas war going on when I was a kid and you used to go down and watch the ball games at the park down here. There were two or three stations strung along the bottom of the line—

Mr. R. F. Nixon: Joy!

Hon. Mr. Winkler: Yes I know. It's no new problem. If I can find a solution and I can have my colleagues agree with me, then we'll look for one, very soon.

Mr. Martel: There are some solutions, sure. I just make the point again that over and over again, this battle has been fought. How is it that the oil companies for example—they must be violating something—are able to sell to the unbranded dealer for a third less than what they sell to their own people?

Mr. R. F. Nixon: It may be that the federal competition Act ought to deal with it, too. I mean, I wish one level or the other would get a hold of it.

Mr. Drea: They backed off.

Mr. R. F. Nixon: All right, all right!

Mr. Martel: They brought Mr. Smith into court.

Madam Chairman: Mr. Newman.

Mr. B. Newman: Yes, Madam Chairman, one thing that does—

Mr. Martel: Oh yes he was!

Mr. Pillgrem: He tried to set up an organization in Sudbury of the rental gasoline operators, primarily dealing with the tires and batteries side. That was a part of it at that time; but he was still on the gasoline side of it as well.

Mr. Martel: Sure, but—

Mr. Pillgrem: I remember very well talking to Mr. Smith many years ago.

Mr. Martel: ORGA, or whoever represents these people now, is right in the hip pocket of the company. In fact, the latest man who went out and promoted them, ultimately quit about six weeks ago, because every time he tried to provide protection through the use of a lawyer for some guy out in the boondocks, they would phone ORGA in Toronto.

ORCA would say: "We can't do anything about it." He'd say, "Yes,, but I've got an agreement here that says I'll have legal protection."

Oh, don't rock the boat. This outfit's cap in hand. It's worse than a union shop.

Mr. Fillgrem: He told me he was fired. I don't know where he is.

Mr. Martel: It's just gone on so long. It's hard to accept that government's really doing something now.

An hon. member: Union shops?

Mr. Drea: You didn't really say worse than a union shop, did you?

Madam Chairman: Mr. Newman.

Mr. B. Newman: Madam Chairman, I wanted to bring to the minister's attention—

Mr. Martel: A union shop, yes. I meant company union!

Mr. B. Newman: —a thing that possibly should be studied when the department is studying the whole subject.

Mr. Drea: Oh!

Mr. Martel: A company union shop!

Mr. Drea: That's one Hansard I'll want to send around.

Mr. B. Newman: There are gas wars going on all the time, as the minister made mention. Living as I do in a border town, it's nothing unusual to go across the river to Detroit and buy, what we are told is gasoline manufactured in Sarnia and shipped to Detroit. We're told this.

I'd certainly like someone from the minister's department to deny that this takes place, because printed newspaper reports indicated that by tanker it actually went from Sarnia to Detroit and was sold in Detroit at 22.9 cents a gallon; that is the American gallon, which is the equivalent of approximately 30 cents a gallon. That same gas was being sold in Windsor at almost double the price, at 52 and 53 cents a gallon.

It hurts the Windsorite when he sees Ontario-refined gas being shipped across the river, the same distance, and being sold there at a much cheaper price than it is in the city of Windsor.

I notice the deputy minister nodded his head that it is not so. I wish he would say so, so that we'd have it on the record.

Hon. Mr. Winkler: I don't have this information, but if he has I'll have him answer.

Mr. Pillgrem: My only knowledge of this is that at the time when this was raised, I think about a year and a half to two years ago, I made inquiries as to whether this could happen. All I can say here is that I was informed that there was no gasoline, manufactured or produced in Ontario, that was sold across the border. At that time, all I could do was accept that statement. So, I'm only saying that I was informed that that was what happened.

Mr. B. Newman: Your department hasn't gone into actually finding out whether that gasoline was shipped from Sarnia to Detroit?

Mr. Pillgrem: We haven't made any individual investigation on our own sir.

Hon. Mr. Winkler: I've made a note of it and I'll inquire.

Mr. B. Newman: All right! Thank you, Mr. Minister.

Madam Chairman: Item 1 carried?

Mr. Drea: One question.

Madam Chairman: Mr. Drea.

Mr. Drea: Mr. Minister, as long as you're into the action field on the price of gasoline, I would hope that out of it you might as well go the whole route. There's a very substantial question in people's minds about the premiums, the offers, and so forth, all connected with the retail sale of gasoline—gimmicks, if you want to call them that. There have been some representations, by ORCA I guess backed up with some pretty substantial information and some substantial backing by their members, that if we're going into franchising at the retail gasoline level we might as well go the whole route.

Hon. Mr. Winkler: Thank you!

Madam Chairman: Item 1 carried? Carried.

Mr. D. C. MacDonald (York South): What does "thank you" mean under those circumstances?

Hon. Mr. Winkler: I'm thanking him for bringing that particular matter to my attention.

Mr. MacDonald: That's been around for 15 or 20 years.

Hon. Mr. Winkler: Maybe I haven't been here that long.

Madam Chairman: Item 2, Mr. Laughren.

Mr. F. Laughren (Nickel Belt): Are we dealing with the entire item 2, Madam Chairman?

Mr. R. F. Nixon: Vote 1101, item 2?

Madam Chairman: I beg your pardon?

Mr. Laughren: Vote 1101.

Madam Chairman: Vote 1101, item 2.

Mr. Laughren: Oh! I'm sorry.

Madam Chairman: Carried?

Mr. R. F. Nixon: I'd just like to know what happened to the amount there. It looks as if the minister or somebody has been successful in cutting most of these items down a bit, but the financial and administrative services took a fairly substantial jump. Is that just a rearrangement in responsibility, or something else?

Mr. Pillgrem: Mr. Nixon, our staff went from fewer than 500 to over 1,700 this year with the reorganization. We were fortunate, but not fortunate enough, sir, in securing administrative staff from the departments where we took over operating programmes. Of course we never get enough, but nevertheless—

Mr. R. F. Nixon: And now you have got to pay them, anyway.

Mr. Pillgrem: We have to pay them, whether we did get enough or not.

Madam Chairman: Is item 2 agreed to?

Item 3 agreed to.

Item 4 agreed to.

Item 5? The Leader of the Opposition.

Mr. R. F. Nixon: That's one I would like to ask about, too, as there is a substantial cut in information services. Normally, from the opposition's standpoint, this appears to be a healthy thing. You are cutting out your information services. Usually there is only one full length picture of the minister in each office, that sort of thing.

But in this department I think that, if anything, there might be criticism that your programmes are not sufficiently understood.

I see Mr. Pillgrem is looking at me. On item 5 there, I would think, in this department, that you would get good support from all sides of the Legislature for a larger effort to inform the citizen, the taxpayer, of the

services that are at his disposal, not only in consumer matters but in other matters. There may be some explanation that the minister can give for the reduction in that amount from \$125,000 to \$21,700.

Mr. Pillgrem: I can answer, since the minister is not as familiar as I am with our previous programme.

At that particular time, remember, we had a caravan on the road, which was an expensive proposition. In addition to that, we were running a certain number of consumer affairs seminars, which were again basically taking up this amount of money. It was also the development of the pamphlets we have now, and we have quite a few of them on hand.

Frankly, Mr. Nixon, we found out in both of these cases, from the caravan and from the consumer affairs seminars, you are preaching to the converted all the time. It is only the people who are interested in consumers and consumer problems that come and listen to us.

And it is expensive! Advertising in this area is very expensive. Frankly, in the considered opinion of the staff, doing it in this way is not good enough.

The director, Mr. Turner, who can speak on this when his vote comes up, is working very closely now and has developed—I think he has better words than I—anyway he is working very closely at the present moment with the Department of Education. They are setting up a system whereby they will start, in the early grades we hope, development of consumer education.

We hope, in the department, to have more of a co-ordinating role than a direct role in this particular area. I hope to have a co-ordinating officer, because even some of the companies, and even retail credit, and some of these people, are producing what they would term consumer information and consumer education documents.

With a little bit of direction we might get them to be a little more effective and do a little less advertising and a little more real good, by having a co-ordinator that can work in this particular area.

To spend a great deal of money having a caravan on the road and going to consumer seminars looks good and it sounds very, very good, but I am afraid, according to the people who were really knowledgeable, we were not really accomplishing a great deal.

Mr. R. F. Nixon: Well, I am glad that you had that sort of advice available. I simply

recall a year ago when \$800,000 was being spent by the government saying, "Ontario—is there any place you would rather be?"

Mr. Martel: That was election year.

Mr. Pillgrem: Unfortunately, I never had any of that money.

Mr. R. F. Nixon: I don't know whether you were even convinced by the advertisement. Somebody advised them that somebody out there was listening. It appeared to us that somebody was.

But I just want to tell you that there is a propensity for government departments to have, under this information services vote, the kind of self-aggrandizing advertising programme which is in my view, offensive to the taxpayers; and certainly offensive to opposition members of the Legislature.

But when it comes to certain matters, such as giving maximum public exposure to changes in The Landlord-Tenant Act—certain rights that the people have under changes in statute—the availability of experts in consumer matters on the end of a phone line, in Windsor and Brantford, and Sudbury and Toronto should be well known. This is the sort of information that it is our responsibility in the Legislature to provide funds to disseminate. I don't know whether that's conveying my message; but we may get into this a bit more on the other vote.

Mr. Paterson: Might I ask a brief question in this regard? Is the department considering or moving towards further development of the metric system as our province and country gradually moves into that area? I understand it is coming to the retail level last; but are you starting on your school programmes, and so forth?

Mr. Pillgrem: If we were on the technical standard division, Mr. Yoneyama would be pleased to deal with that. You might deal with it right now, Mr. Yoneyama.

There is a committee and it is within another department's jurisdiction.

Mr. Paterson: Specifically under this section; you are not dealing with—

Hon. Mr. Winkler: No, we can deal with it now.

Mr. Pillgrem: Mr. Yoneyama, would you tell us the position as far as the metric system is concerned in Ontario?

Hon. Mr. Winkler: I think we should wait until we get to his item.

Mr. Paterson: I am trying to bring it up under this; the feds have some folders out already on the metric system, and I just wondered if you people were—

Mr. Pillgrem: It's under another department, sir, but we are—

Hon. Mr. Winkler: As soon as we get there, we'll—

Madam Chairman: Does item 5 carry?

Mr. H. C. Parrott (Oxford): Madam Chairman, I am sorry. On this particular item we discussed the information centres under the Community and Social Services estimates, and I am wondering if there has been any communication between your department, Mr. Minister, and that department on the possibility of establishing these centres? It seems to me that we established those points fairly well under that debate, and I don't want to reiterate all of those either. I'm sure you are as well aware of them as we are. But it seems to me that there should be a very marked co-ordination between this department and that one and I am wondering if you have entered into any discussion; and if so how is it coming along?

Hon. Mr. Winkler: It is a continuing thing. There is complete liaison; and also we go beyond that with northern affairs officers, and wherever the information is similar. I think that maybe my deputy is probably a member of the committee? Are you?

Mr. Pillgrem: No, but certain members of our staff are.

There is continuing liaison. In fact, with the former Social and Family Services we co-operated in one pamphlet for senior citizens; we paid a portion of the cost and they paid a portion of the cost. We are in complete liaison with Social and Family Services in their community centres. We were involved in it originally under the Provincial Secretary and we have a working arrangement. In fact, every one of the northern affairs officers in the former Department of Mines are actually consumers affairs officers from our point of view and take complaints. They do what they can about them, and if they can't handle them they send them directly to us here to handle them. So we pretty well have complete coverage of this nature.

Mr. Parrott: All right. These complaints would be handled here, and I take it perhaps under financial and administrative services,

if you will. There is not much room for operation with \$21,700.

Mr. Pillgrem: No, sir, they are under the next vote.

Mr. Parrott: Under the next vote? Is there room there to establish some centres in the various municipalities?

Mr. Pillgrem: We have a number of offices of our own across this province. Unfortunately, at the present moment we have rather a proliferation of offices, because we've taken over a lot of functions from other departments. In the city of Windsor at the present moment I think we have a land registry office; we also have an office that was formerly with the Department of Labour. Land registry was with the Attorney General before, and we have our own consumers office. At the present time we are trying to put all of these facilities together in order to make it more efficient and less costly.

Mr. Paterson: Are you looking for a new provincial building?

Mr. Pillgrem: There is a government committee on rationalization that's working very strenuously at the present moment, which is covering this whole area; because we have offices scattered around the province—yes?

Mr. Drea: In 1975 there might be enough results to induce the foundations to go down.

Mr. Pillgrem: We use all the officers that we have—

Mr. Drea: But you haven't come through—

Mr. Pillgrem: We use men dealing with credit unions, men dealing with various other areas of our department who act as, in effect, general consumer affairs officers as well. They take complaints from any area.

Mr. Parrott: It's this business of co-ordination of all of these programmes of the provincial government that was concerning us there and is concerning us here. And I'm concerned, very markedly, on how quickly that co-ordination is occurring within, say even one department. You say you have now three or four various types within this department; and when you add these to all the other departments it brings to a very marked point the need of this kind of service being co-ordinated. I am glad to hear you say it is on a continuing basis.

Mr. Pillgrem: That's one of the reasons for the COGP report, sir, to develop a co-ordination of services.

Mr. Parrott: Granted, and I am sure it will work, too, there's no doubt in my mind about that. We will see that more particularly under which vote?

Mr. Pillgrem: The next one.

Madam Chairman: Under vote 1002. Mr. Martel.

Mr. Martel: What type of staff do you have in the Sudbury area outside of the land registry office?

Hon. Mr. Winkler: What kind of what?

Mr. Martel: Staff. What type of staff?

Mr. Pillgrem: I believe that's all there are.

Mr. Martel: That's it. What other city of 100,000 would be so well served in the province?

Mr. Pillgrem: Mr. Yoneyama's group, I believe, has two men in the technical standards division of the department in the Sudbury area. I am sorry, Mr. Yoneyama's group is new with me.

Mr. Martel: Right! Well, what other city of 100,000 would be so well served in the province by this department? Have you got one that's as badly—

Mr. Pillgrem: In all probability not!

Mr. Martel: In all probability not!

Could I ask the minister why it is then, and he is an honourable man, why it is that we seem to be the one holding the spotlight again? Can we have some type of assurance from the minister that by the time we come back, not in the fall, but the next set of estimates—

Mr. MacDonald: The answer to the question—

Mr. Martel: —that we would have some rather drastic changes leading to some rather important improvements?

Mr. R. F. Nixon: Maybe by the time you get back to Sudbury!

Hon. Mr. Winkler: Well, you and I may not interpret that word "drastic" in the same way.

Mr. Martel: Okay, modify it then.

Hon. Mr. Winkler: When I am up there visiting the hon. member in the next month or two we'll have a look at that situation and see what the requirements are.

Mr. MacDonald: There are none of your folks up there to visit. The minister will have to visit the hon. member.

Hon. Mr. Winkler: Well, I have got to go up there; that's quite right, but we'll talk it over then.

Mr. Martel: Ah, he's lucky!

Mr. R. F. Nixon: I think the Tories have written Sudbury off.

Mr. Martel: No, they opened up an office, a Tory office, in Sudbury the other night. They flew in what's-his-name—Ross DeGeer! They flew in Ross DeGeer and they flew him back in a government plane. It's all business.

An hon. member: That's irrelevant; that's out of order.

An hon. member: Oh, pardon me.

Interjections by hon. members.

Madam Chairman: That is not in order.

Mr. R. F. Nixon: He came in with a shipload of—

Mr. Martel: Neither is the office really!

Mr. R. F. Nixon: —these fancy hockey stick lapel pins.

Madam Chairman: Does item 5 carry? Thank you!

Vote 1101 agreed to.

On vote 1102:

Mr. R. F. Nixon: Don't fall in the water; you will sink like a stone with all those pins.

Madam Chairman: Vote 1102, item 1, carried?

Mr. R. F. Nixon: Madam Chairman!

Madam Chairman: Yes, Mr. Nixon.

Mr. R. F. Nixon: Sorry, I didn't mean to—

Interjection by an hon. member.

Mr. R. F. Nixon: On securities, I was quite interested in some of the things that have already been brought forward about the treatment of A. E. Ames, and so on. I pre-

sume that we might still be discussing some part of this vote when the hon. member for High Park returns, because I would be quite interested in what you had to say about that.

But on some other matters pertaining to the responsibilities of the Securities Commission, how are the commission rates established by the Securities Commission, those which are legally charged by those people in the trade on the Toronto Stock Exchange? It occurs to me that when a security is sold it is always bought by somebody and a commission is charged on both ends of the transaction. Apparently the rates are relatively high, compared to the New York exchange, at least, where I have been supplied with some information. I wonder if the minister might advise me and the committee on that matter?

Mr. E. A. Royce (Chairman, OSC): The rates, of course, are set by the stock exchange, but must be approved by the commission; and we expect to become involved quite soon in a rather lengthy exercise in that regard. I imagine they set their rates on a basis to compete with other exchanges, notably the New York Stock Exchange. But so far as the commission actually setting the rates for each transaction, we don't do that. We must approve the rate structure. There will be public hearings when the next rate structure comes up, which we expect to be within the next two or three months.

Mr. R. F. Nixon: I presume the board of the Toronto Stock Exchange would be interested in having a rate structure which would be competitive with the other exchanges and also be as lucrative as the traffic would bear. But does the commission have the responsibility, or are they accepting the responsibility, of doing some research leading to recommendations in this, or are they simply going to convene public hearings on the matter?

Mr. Royce: We are looking into the matter ourselves. It's an incredibly complicated one and there is a committee of the stock exchange, other than the stock exchange itself, also looking at this—another group within the exchange is looking at it. There is not unanimity of view at the present time in the exchange itself you know.

We will look at it. We have our own study group looking at it. We will then examine their submission, have a public hearing and endeavour to reach a solution that is at least in the public interest. That's all we can say.

Mr. R. F. Nixon: Well, we would hope so.

But Madam Chairman, I presume the rate decreases with the size of the transaction, or is it the same solid percentage right across the board?

Mr. Royce: As a matter of fact, above \$500,000 there are no fixed rates; they are negotiated.

Mr. R. F. Nixon: Oh!

Mr. Royce: There is a movement afoot to bring this down. In New York, for instance, there is strong pressure to bring it down even to \$100,000, but this would have to be done over a substantial period, because it disrupts the whole basis on which they are operating.

Mr. R. F. Nixon: Do you think it would interfere unduly with the private enterprise system, if instead of negotiating rates there was an approved tariff over the whole range that would decrease with the size of the transaction?

Mr. Royce: That is a philosophical question, Mr. Nixon, and I am afraid I can't give you an answer off the top of my head.

Mr. R. F. Nixon: Who answers philosophical questions for the commissions?

Mr. A. J. Roy (Ottawa East): The minister does!

Mr. Royce: Well, I think that it would require a good deal more study than I can give it in the next 10 minutes.

Mr. R. F. Nixon: On a related matter, I understand that any individual or corporation can appeal the rulings of the commission to the courts; is that so?

Is there any procedure, short of entering into a legal battle or a legal appeal, whereby individuals or a corporation can have discussions, let's say, with the commission relating to their rulings? In other words, is there something else between simply rolling over and accepting the ruling or going through to a legal appeal that applies to an individual or a corporation? Do you have a sort of appeal structure similar to—shall I mention it?—the Workmen's Compensation Board, where certain groups within the commission hear appeals on its own rulings?

Mr. Royce: Not now. At one time we had a system where one commissioner would hear a case and the applicant could then appeal to the whole committee. We found, however, that whenever the decision was adverse, we

invariably got an appeal. So now, going to McRuer, we are having a minimum of three sit on a panel when the commission hears a case.

Mr. R. F. Nixon: How big is the commission?

Mr. Royce: There are eight people on it; six are part-time.

Mr. R. F. Nixon: Is there ever any indication—

Mr. Royce: You are speaking of the commission members.

Mr. R. F. Nixon: Yes, I am. Is there ever any indication from the people who must order their day-to-day business affairs with your rulings that they would welcome some intermediate method of appeal of the type that you had before? Or would this be considered advantageous?

Mr. Royce: Well, I should mention of course that the director is the man to whom they frequently go so far as registration and similar matters are concerned; and then there is an appeal to the commission. It is two-tiered in that way. But after the commission has made a ruling, the High Court is the next stage.

Mr. R. F. Nixon: The last question I wanted to put under this vote, Madam Chairman, has to do with the makeup of the commission in itself.

The minister was good enough to provide us with some information, but other than the gentlemen who are before us the names actually are not well known to me, although perhaps they should be.

I presume that these people are experienced in the securities business, the accountancy business or legal matters. But is there any representation from the great unwashed, the people you are protecting? In fact, I suppose all of us to some extent are unwashed.

Mr. Royce: I suppose I am the closest approach to the great unwashed as you will get, because I am not an accountant or a lawyer.

But we have Tom Hutchison, a fellow of the chartered accountants' association, who at one time was a senior member in the firm of Peat Marwick. He, of course, is most helpful to us. He has had a great deal of experience with the Canadian Tax Foundation and he has participated in several govern-

ment studies in the past, including the Kimber committee, for instance.

We have Mr. Grundy, who is also Superintendent of Insurance; he is with us, of course, and is well known to you. We have Mr. Guillet, perhaps the most effective geologist in the government service. He followed Mr. Forbes McFarland, who for years was the recorder of mines, and came to us at the recommendation of Mr. McFarland to give us some expertise in the mining area.

We have Prof. Beck, of Osgoode Hall Law School; he is only 38, but that is not an impediment of course.

We have Prof. Johnson who, at 32, has been on two task forces for the commission and was highly recommended by Prof. Willis on Prof. Willis' retirement this spring. Prof. Willis was with us, as you know, for six years and was the expert on administrative law in Canada.

Our difficulty is, Mr. Nixon, that it is awfully hard for us to get practising lawyers of a high calibre, because I understand they make so much money that they are not interested in working for the commission. These are part-time jobs and they simply haven't time so we have turned to the academics. We get the best that we can and they are very good indeed.

Mr. R. F. Nixon: I am not sure I have the answer to the problem that you express—that these people seem to make their money in such large amounts and with such a little bit of effort elsewhere that it is hard—

Mr. Royce: I didn't say that, but—

Mr. R. F. Nixon: —to get them to do something like this. But it occurs to me that with more and more regulatory boards, or boards with special responsibilities in education, the Law Society of Upper Canada and so on, there is more and more a feeling that the community at large can and should be represented by those people whose chief qualification is not their expertise, or even their wealth that will permit them to serve.

It has occurred to me that there are a great many people across this province who reach for that financial page even before the sports page—it seems to me they are fairly closely related in some aspects—and it wouldn't hurt if some consideration were given to open up the board beyond the professional aura that it presently exudes in connection with this. I should really leave this for the return of the member for High Park, as it is his statement that you people don't do enough either. You don't have

enough meetings and your objection to certain practices is that it might open it up to all sorts of little fly-by-night companies with assets of less than \$1 million.

It is hardly the quote he attributed to you, but that was the attitude. It could be that the commission in the future is going to be burdened with many more decisions of perhaps a smaller nature. You might welcome the participation of others who might be not quite so sophisticated in the expertise associated with experience and so on. I would like your views on this.

Mr. Royce: We found that we were working our part-time commissioners too hard and that is why we asked the House to give us two more last fall, which it did. We requested government to tell us how many meetings these part-time people had to attend in a year, and gave us a report of between 90 and 100.

These are part-time people and the hearings frequently go on for two or three days. It is necessary for them to come every Thursday, that is our regular hearing day. At least two or three hours of preparation material is sent to their homes on the Tuesday night before the meeting. If they are required to write reasons after a hearing such as Ames, which was the last one, this requires an expert learned in the law to work for several hours.

This is a most demanding duty and the suggestion that we are not employed is not really on target. The commission is working harder than it ever has because it has been given more responsibilities. The BCA gave it additional authority to grant exemptions and so on, and our hearings have increased beyond all recognition. It is not a question of our not taking time to hear people who should be heard. There is no suggestion of this.

I know the member for High Park is anxious to have the facts absolutely straight, but the point he made was not too relevant so far as the commission not wishing to hear anyone who should be heard is concerned.

Mr. R. F. Nixon: Along the lines of the hearings I am very anxious to hear the explanation from the chairman of the commission why the suspension of that company, whose name I don't recall, was made in private. That is the sort of thing which I think this committee must concern itself with, and I would suggest, Madam Chairman, to the chairman of the commission, that we not have an answer to that until the member who raised it is here, because I know that

he is the person that would be primarily interested.

Are these hearings normally in an open setting so that anyone can attend, or are they often held in camera, for the protection of the innocent, so to speak?

Mr. Royce: We endeavour to follow the principles laid down by Mr. Justice McRuer. He says if intimate financial details are being discussed, if intimate personal details are being discussed, or if in the opinion of the commission the public interest requires it, they should be secret hearings, at least in camera. And most of them are.

When a salesman comes before us for registration, there are very frequently things in his background that he would not wish to parade before the world at large. We realize this. Quite often we have hearings in closed session. That, in fact, is the rule rather than the exception. For instance, the difference is when we stop trading in the stock. It is a matter of public interest. We have the public there, if they wish to come. It is always an open hearing. When there is a document on the public file, of such importance as a prospectus, a public document available for anyone, and there is a major error in the prospectus and it has already received substantial publicity in the press, it would be difficult for us to really hold a closed hearing.

Madam Chairman: Mr. MacDonald.

Mr. MacDonald: Well, before we leave Mr. Nixon's questioning on part-time members of the commission, just out of curiosity, what is the arrangement for remuneration? Is it an honorarium or a contract?

Mr. Royce: They get \$6,000 a year.

Mr. Nixon: Mr. MacDonald has a little spare time.

Mr. Royce: He might be a good man too. It is \$6,000 a year, with the exception of Mr. Guillet, who's a civil servant, and he gets \$3,000.

Mr. Martel: Gaston Demers would be good for the job.

Mr. Royce: I don't know the gentleman personally.

Mr. Martel: Eric knows him well.

Mr. S. B. Handleman (Carleton): If you are anxious to find him a job—

Mr. Martel: Well, he is—

Mr. Nixon: A lot of people are anxious to get a job.

Mr. Martel: He is anxious to have a job. He hasn't got one.

Mr. MacDonald: Can I come back to Mr. Nixon's queries on this business of brokerage fees? I queried the minister some weeks ago. I was under the impression that hearings were going to start in mid-May. Is that right?

Mr. Royce: We haven't had a submission from the stock exchange yet. Until we get one, we of course can't have the hearings. They are still arguing among themselves.

Mr. MacDonald: And meanwhile, you are doing some study yourselves.

Mr. Royce: We have three of our staff working on this.

Mr. MacDonald: Fools will rush in where angels fear to tread! I would like to just say a bit about what might be put in the category of a philosophical question, which was put to you. I will cross the ideological no-man's-land and join the minister right in his milieu of the free enterprise system for the moment.

Mr. Roy: Once you get rid of the Waffle!

Mr. MacDonald: I think the description that the member for Brant gave it, as I understand it, is not quite accurate as compared with New York. The problem, as I understand it in Canada, is that in New York they have much lower rates for the larger investments. Therefore, the problem is if they don't lower rates here most of the business, if it is on a stock that is listed on the New York market, will go to the New York market.

Mr. Royce: There is a revision taking place in New York at the present time, with a minimum for small orders and so on. The whole thing is in a state of flux, to use a much overworked term. Our people are looking at this in the light of what is happening down there.

You are quite right. For instance, the institutions, the insurance companies, the mutual funds and so on, are all pressing for a seat on the New York exchange to save commission that they now pay. The latest ruling from the SEC was that they could have such a seat, but only 20 per cent of the commission received could come from the parent body. It is a most involved subject and it is in a state of great confusion at the present time.

Mr. MacDonald: You're suggesting then that New York is going to revise theirs and that perhaps we mark time to find out what they do, so that for better or for worse, we have to dovetail.

Mr. Royce: New York is, as I say, in the process of deciding whether it will have nothing but negotiated commissions over, first \$300,000, and later perhaps over \$100,000. They're approaching this carefully, because it has a tremendous impact on the securities industry as a whole. Our people may have to come down too.

Mr. MacDonald: People in the brokerage world that I've discussed this with say that's their problem. If New York stays with lower rates at the large investment levels, we either lower our rates here or else the business goes to New York. We'll buy and sell on the New York market rather than here. I can see the bind. One has to, for the moment I suppose, forget the injustice of it.

The philosophical point that I address to the minister—and I would like your reaction, or the minister's if he has anything further to add at this point—is that it seems to me that you're really flaunting the conventional wisdom of the free enterprise system by compensating with higher rates for the small investor, if you're lowering the rates for the heavy investor. The net result is that that great mythology, that the stock exchange is the milieu by which every Canadian becomes part of the great investment in the building of Canada, becomes even more of a myth.

Mr. Royce: I don't imagine the commission has yet arrived at a view on this, but there's a good deal in what you say.

Mr. Martel: Touché.

Mr. MacDonald: Let me go on to two other smaller points. There's not, I suppose, much point in pursuing this at this stage.

Mr. Royce: Quite seriously, we have no view on this. We are much concerned about the small investor, because it's not a proper auction market unless there is a wide representation of these people.

Mr. MacDonald: I would hope that you would be. Quite frankly, I think if the rates go up there's going to be less incentive for the small investor to get in; that's for certain.

What has happened on the discussion over the years for a so-called junior exchange to meet the allegations we got a year or two or three ago in some of our visits to the north

about the great difficulties in the way of small mining ventures, that in effect they have to sell out to a big company, which maybe then caps the mineral find and sits on it for 30 or 40 years?

Mr. Royce: Mr. Bray's been doing a lot of work on that. Perhaps he could answer this.

Mr. H. S. Bray (Vice-Chairman OSC): Mr. MacDonald, you recall that Commissioner Beatty, as he then was, made a study some years back—the year escapes me, about 1965 or 1966. He travelled the north country together with Mr. J. F. McFarland and Mr. John Willis. They went through Timmins and Sault Ste. Marie and the Lakehead and received representations from all branches of the industry; from the prospectors in the north, the promoters in Toronto and so on. One of the questions uppermost in the minds of many of these fellows was could there be a small speculative mining exchange to replace the activity that had been reduced by the new rules and regulations that had been laid down by the Toronto Stock Exchange following the Windfall episode?

Two questions, really, arose from that: Firstly, was there enough trading in that kind of a security to warrant a stock exchange; and secondly, if there was were there any dealers who were interested in running a stock exchange?

The Investment Dealers Association, as it happened, took on the job in pursuit of this object—with our encouragement—of the collection of data as to actual trading, firstly in the industrials, and then, more recently, in the mining and oil stocks in the over-the-counter market to find out if there was enough size on the market in Ontario to support a speculative mining exchange.

I hope you don't mind my going into a little detail on this. A speculative mining exchange would require a two-way market. There must be buyers and sellers. Certainly there would be no market if all you had on the one side was the promoter. You would have a rigged market, to call a spade a spade, if the only bid to support the price was a promoter's bid. You'd have an appearance of market activity where, in fact, there was none. You have to identify the promoter's or the sponsor's bid.

At the moment, we're far from convinced. Look in tomorrow's papers, if you like, in the unlisted mines and oils—and that's a bit inflated because it contains both sides of the transactions on the mining and oil stocks in

some stocks, and one side in others. It depends on the kind of transaction.

In the next month or so we will have a more accurate count because there will be only one side of the transaction, either the buy side or the sell side, reported in the daily OTC trade reports.

Mr. MacDonald: Is this in fulfilment of what I heard was going to be done a year ago?

Mr. Bray: It was done. This system has been going for over a year and the mines and oils have been in since the beginning of this year. The first went in with a pilot programme on industrials because they knew there was a bona fide two-way market in certain industrials which weren't listed. They started with that and they expanded it to include all industrials traded in the province.

In the early part of this year—and I have forgotten whether it was January or February—they phased in the mines and oils. There are bugs in this thing but many of the stop trading actions that you have seen us taking in the last while come directly from our ability to review or to keep surveillance on the trading in the spec mining stocks as reported daily in the papers.

At the moment I would have to say, Mr. MacDonald, that there does not appear to be sufficient volume. After all, if you have to support a stock exchange on a ticket basis there has to be a charge for transaction to maintain it; for the economics of it. Secondly, we have had nobody come forward to say they would like to form one.

I am talking now about people with experience in the business. I know of no brokers, no dealers of any kind who have really applied their minds to it. I know there are a lot of people interested. There are problems in financing speculative mining ventures in the province, no question about it.

I think the system that has evolved will hopefully provide the milieu, if you like, to create the interest that the folks in the north country want. You can pick up the Globe

and Mail and hopefully any other papers that you want to pick up in due course, and see that XYZ Mining Corp. Ltd. traded yesterday, or did not trade yesterday, and it will show you the actual price at which that stock traded.

One thing we do insist on before these things are quoted is that these be what we call reporting companies; that is companies that are in good standing. They filed a prospectus; they are up-to-date in their financial reports and their reports to shareholders. To that extent, it is a minor, unlisted listing. They must be up-to-date and there must be some information. Our timely disclosure policy is in aid of this.

We insist these companies, if there is some fluctuation, make announcements to ensure that there is a balance in the market place and so on. We are hoping that this will evolve, because there is a very real problem.

There is no question there has not been the volume of speculative mining activity in Ontario that there was previously. We are told, frankly, that we are not providing enough sweetener for the dealer who, in the past, has sponsored these issues. Our intent is to get the money in the ground and that is, hopefully, how we will go.

Mr. MacDonald: Madam Chairman, with regard to—

Madam Chairman: Excuse me, Mr. MacDonald, it being—

Hon. Mr. Winkler: Madam Chairman, if I may, before we rise I would like to say to Mr. MacDonald—I know this won't become a mutual admiration society—that I share his philosophical view on the rate structure. My views are well known to the chairman.

Mr. MacDonald: If you didn't you'd better ditch your whole basic philosophy.

Hon. Mr. Winkler: I am making it very clear to you. I hope you appreciate that.

It being 6 o'clock, p.m., the committee took recess.

CONTENTS

Tuesday, June 27, 1972

Ministry administration programme	S-1651
Commercial standards programme	S-1676
Recess	S-1681





ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

**Estimates, Ministry of Consumer and
Commercial Relations**

Chairman: Mrs. M. Birch

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Tuesday, June 27, 1972

Evening Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

**THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972**



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

TUESDAY, JUNE 27, 1972

The committee resumed at 8:05 o'clock, p.m.

ESTIMATES, MINISTRY OF CONSUMER AND COMMERCIAL RELATIONS (continued)

On vote 1102:

Madam Chairman: The meeting will come to order, please. Vote 1102, item 1. Any questions? Carried?

Mr. M. Shulman (High Park): All right, let's start with the Mafia. Mr. Royce, why was Holland Andrews Perrier and Co. given such special treatment?

Mr. E. A. Royce (Chairman, Ontario Securities Commission): I'm very glad you asked that question, Mr. Shulman. One of our major difficulties in the commission, and I speak with complete sincerity, is determining when to hold open and when to hold closed hearings.

McRuer, as you know, says that since the rules of evidence do not apply to us, we permit a good deal of latitude; it's possible for someone appearing before us to be subjected to hearsay evidence and many other things. We decide—again touching bases with McRuer—that when personal details of an intimate nature are involved, or financial details of an intimate nature, or the national security—which of course is not involved in this—or if that catch-all the public interest is involved, we may use our own discretion in this.

We had reason to believe—we were, of course, aware that Mr. Andrews had been turfed out of the chairmanship of the CSE and there was a tremendous row going on in Montreal—we were aware that Pan American, although it wasn't traded here, was of course very actively discussed in Montreal. We had reason to believe that a thing called Accurate Calculator or Accurate Computer—I'm not sure which—might have been distributed in Ontario without being properly qualified. We sent our man down to the Holland Andrews office here and we found

that the records were not complete. We immediately suspended them, without a hearing actually, of course, as we are permitted to do. We then got a series of telephone calls from Montreal—now this is the atmosphere that existed at the time—saying, "For goodness' sake, don't do any more about this than you have to, because the British are persecuting the French." The atmosphere at that time was very difficult indeed.

Mr. Shulman: A phone call from whom in Montreal?

Mr. Royce: Pardon me?

Mr. Shulman: A phone call from whom in Montreal?

Mr. Royce: The Montreal Stock Exchange was one, and other people very much interested in maintaining something like a reasoned dialogue between Ontario and Quebec in this matter. You will recall at the time they suggested that Holland Andrews was a put-up job by the Ontario brokerage community. However, that's beside the point.

We got hold of Mr. Holland and told him that we felt his records were defective. He said, "I'll be up there tomorrow," which he was. He said, "If you could avoid any unnecessary publicity I'll have the records required here within three days," and he did.

We then continued our investigation. We lifted the suspension; we continued our investigation and in due course found there had indeed been violations. We then had a public hearing and his firm withdrew from registration in Ontario and is still out of the business.

We could have perhaps handled it in a different way, but in all the circumstances at the time we used the discretion that we are permitted to use and we still think it was probably the best way to do it. Pan American and all the things that ensued had nothing to do with Ontario; this is another matter. We used our discretion in this particular case largely in the interests of co-operation between Quebec and Ontario which is one of the terms of reference that we have.

Mr. Shulman: I'm sorry. There is something that isn't quite clear to me. You gave various reasons to McRuer for holding things in private. Which particular reason were you using in this case for holding the thing in private?

Mr. Royce: There was no offence proved at that time, and we felt that to have further fuel added to the very great controversy raging in Montreal was unnecessary at this time.

Mr. Shulman: Let me just remind you what Mr. McRuer did say since you paraphrased it. McRuer said that hearings should be conducted in private only when (a) public security is involved—I don't presume you are suggesting that applied here—(b) hearings are by self-governing professional bodies and involve professional capacity and reputation—and surely that doesn't apply? Or (c) intimate financial or personal circumstances may have to be disclosed. Are you suggesting that that was the only reason?

Mr. Royce: I think there was an additional phrase there.

Mr. Shulman: That's all?

Mr. Royce: As far as we are concerned, we have very seldom had open hearings and we have been frequently criticized by the press on this. One of the reasons is that when the commission has an open hearing for a member of the brokerage fraternity it's very damaging, whether he is proved guilty or innocent. We therefore avoid these unless there's something overriding such as a stop trading order or, if the matter is a matter already of public record and public interest, as in the Ames case.

Mr. Shulman: All right.

Mr. Royce: This is a discretion which sometimes I wish we didn't have, because we are constantly being criticized for having open or closed hearings as the case may be. In this case the public interest was served by what we did.

Mr. Shulman: All right, let's take that. But then let's not quote McRuer. You can't go by McRuer, because he doesn't mention that anywhere. You have got your own standard here and you are going against McRuer. McRuer says private hearings should be conducted "only when"—and that doesn't fit in anywhere.

Mr. Royce: Perhaps my legal man could answer you on that one.

Mr. H. S. Bray (Vice-chairman, Ontario Securities Commission): I think the point is, in your original statement you gave the first part of the matter. At that point in time there was a suspicion that Holland Andrews had committed an offence in Ontario. The suspension was without a hearing at all. It was a very technical thing, involving the failure to keep adequate records in Ontario. The fellow produced the records. There was no evidence of any misconduct at that point in time. In other words, at that point in time it was a technical violation of a policy statement. When that suspicion was turned into fact—at least to the extent that we felt we should issue a notice to Holland Andrews—that was made public. There was a public hearing. The circumstances were fully described and the press were present. With great respect, in your original statement you didn't mention the second part, which is that Holland Andrews left this province and are not in business in this province. The hearing was convened immediately we had some grounds upon which to act.

Mr. Shulman: Well, let's go into that a little further.

Mr. Bray: All right, go ahead.

Mr. Shulman: When was your public hearing?

Mr. Bray: I can't tell you the date, sir.

Mr. Shulman: Well, approximately?

Mr. Bray: It was last spring and it was a few weeks after the original hearing.

Mr. Shulman: It was after a reporter found out that you had held the private hearing, and brought it to me and it was exposed in the press. Isn't that true?

Mr. Bray: With great respect, that is not true. It may be timewise.

Mr. Shulman: It sure is true.

Mr. Bray: I haven't the faintest idea. It may be true timewise.

Mr. Shulman: It is true.

Mr. Royce: It had nothing whatever to do with it.

Mr. Shulman: All right, it was a coincidence. Let's go on from there. Can you name one other time ever, while you have been at the commission, when you have suspended a broker and not revealed it to the public? Ever?

Mr. Royce: I don't think I can.

Mr. Shulman: No, you can't, and this is another strange coincidence.

Mr. Royce: This was a very peculiar situation.

Mr. Shulman: Yes, it was indeed.

Mr. Royce: It was indeed.

Mr. Shulman: Is it not true that Holland Andrews actually left the practice of whatever they were practising in Ontario, so as to prevent the public hearing that was called from going through? You never actually came to any conclusions in your public hearing, did you?

Mr. Bray: The fact is, the hearing did not conclude. The charge was made public and Holland Andrews elected to resign, if you want to put it in those terms. The purpose of the hearing, which could only have resulted in cancellation or suspension of the registration—that is all it could have done—was affected. Holland Andrews were effectively out of business in Ontario as of that day. The facts upon which the hearing were based were made public—at least the allegations were made public—and it was made very clear that if they wanted to come back in business they would have to face the same evidence they would have faced had the hearings proceeded to a conclusion.

Mr. Shulman: Are you suggesting that no criminal charges might have been laid if you hadn't developed all the full facts at the hearing?

Mr. Bray: Yes, I am.

Mr. Shulman: How can you even know that when the facts were never brought out?

Mr. Bray: But as far as a criminal charge is concerned—you said criminal charge?

Mr. Shulman: Yes, I did.

Mr. Bray: As far as a criminal charge is concerned, you may rest assured that if the evidence supported that we have an obligation under the Act to refer it to the law enforcement officers. There is no question about that.

Mr. Shulman: It's just as though a body other than the Securities Commission was to find that some corporation in this province, like Emprise, is involved with the Mafia, and Emprise were to come up and say,

"Don't worry. We'll go away and we won't bother you any more. Just don't bring the facts out and don't make this public."

Your logic just doesn't make sense. You stop the hearing because they agreed to leave the province. That's, in effect, what you have said.

Mr. Royce: I should mention that when the suspension was made, it was advised to the IDA and the stock exchange.

Mr. Shulman: It was—

Mr. Royce: It was advised to the stock exchange and the IDA, of course:

Mr. Shulman: All right. Let me ask you something else.

Mr. Bray: I think you're assuming that the matter is completed.

Mr. Shulman: It is complete.

Mr. Bray: You mean as far as Holland Andrews leaving this jurisdiction is concerned?

Mr. Shulman: Yes. It's complete. They got away scot-free.

Mr. Bray: Well—

Mr. Shulman: I want to ask you something else. After they were suspended and after you removed the suspension, a member of the press came to you and asked if it was true, and you refused to tell him. Why?

Mr. Royce: I don't remember any such incident.

Mr. Shulman: Let me quote from the Toronto Star of Tuesday, Dec. 28, 1971: "Harry Bray, vice-chairman of the Securities Commission, said, 'I have no comment to make, other than to say their (Holland, Andrews, Perrier) registration is in good standing.'"

This is after they had been suspended and put back in. How could you make a statement like that which, in effect, was reassuring the public?

Mr. Bray: The fact of the matter is at that point in time, there was no evidence upon which to base an additional hearing; but, as soon as there was, a notice was issued, and the hearing was convened. The matter was made public.

Mr. Shulman: What happened between that day—

Mr. Bray: What would you have?

Mr. Shulman: I would have you tell the truth and say that they had been suspended and had been reinstated.

Mr. Bray: I see.

Mr. Shulman: Don't you think the truth pays off?

Mr. Bray: What you are assuming is that the suspicion would become evidence, as in fact, it did.

Mr. Shulman: But it was a fact that you had suspended them. Why would you try to conceal that? Why would you promise Mr. Holland you would conceal that? That's what he says here. "Holland said he was promised, he was assured, that it would be kept a secret."

Mr. Royce: At the time, it was our view that, in view of the very difficult situation existing in Montreal, publicity was undesirable. We notified the stock exchange. We notified the Investment Dealers' Association, as we should do. We did not make it public, since we expected the suspension to last only a very short time, which it did. It was a technical offence. He brought his records back and within four days the suspension was lifted. Subsequently, the investigation continued. It was found there were grounds for a hearing and the hearing was convened. Then, since we ruled them off the track in Ontario—

Mr. Shulman: You didn't. He quit.

Mr. Royce: All right. But he quit because he understood very well what was going to happen.

Mr. Shulman: He quit to prevent that hearing being held publicly. Let me ask you something else. I was rather intrigued by something you said. You got a phone call from Montreal and someone said, "There's a feeling that the English are persecuting the French." Is that what you said? Therefore, is that the reason you lifted the suspension?

Mr. Royce: No. We were asked by the Montreal Stock Exchange to do anything we could to relieve the exacerbated feelings that existed between the two exchanges and, indeed, the two brokerage communities at the time. We agreed that we would. As far as Andrews was concerned, he was not active in this—true his firm, was. Holland was the one with whom we were dealing. After we

had suspended him, he appeared immediately, remedied the defect, which was a technical one, and we lifted the suspension. That is so. It was a matter, I think, of four working days. I'm afraid that the public interest was adequately served, in our view, in that matter.

Mr. Shulman: You felt it was quite all right not to let the public know and, in fact, when your officials were asked, you felt it was all right for them to lie? All right, I won't use the word "lie"—for them to deceive the public, in effect? I hope you're not going to deny that.

Mr. Royce: It depends very much on how you interpret deceiving the public. The public was at no time, in my view—

Mr. Shulman: Informed.

Mr. Royce: —in danger in this.

Mr. Shulman: They weren't informed. First of all, I'm going to ask you one other question—I'll come back to this stage. What information did you receive after you lifted the suspension that prompted you to hold another hearing?

Mr. Bray: We had some suspicion—no facts but some suspicion—that there had been trading in Ontario with Ontario residents from the Toronto office of Holland Andrews in an issue which had not been qualified for sale. The records which were obtained disclosed trading. Our investigators then went out and confirmed the fact that there had been trading. In other words, they did what any investigatory group would do: They collected the evidence. Once that evidence had been collected, they reported back to the commission and the hearing was convened.

Mr. Shulman: All right. Why did it take so long to get evidence which was available right in the records? You said that after three days they supplied the records.

Mr. Bray: Records are not evidence. I wish they were, but they're not evidence.

Mr. Shulman: Did it not show that John Jones who lives in Toronto had purchased this stock which was not qualified?

Mr. Bray: It doesn't show that it's primary stock; it could have been secondary stock, as you well know.

Mr. Shulman: How would you determine whether it was primary or secondary?

Mr. Bray: I can't answer how our investigators did but, in fact, they did. They were able to trace it back, with the assistance of the people in Quebec, to a primary source.

Mr. Shulman: All you really have to do is call the trust company and compare the numbers, isn't that true?

Mr. Bray: I don't really think so, sir, because, as you know, the securities stock certificates can be traded for weeks and months in street form, and the date on which they come in is really of very little value to you.

Mr. Shulman: I'm not suggesting the date. All you have to do is take the number and see who owned that stock by looking at the trust company. If it was primary stock you can tell that in two minutes, can you not?

Mr. Bray: No, you can't. As you know, once it goes into street form it can be handed from person to person to person and be in secondary. You know that better than we know it.

Mr. Shulman: But if the primary stock has gone out—sure the stock is out—the primary stock is originally registered in the name of whoever had the primary stock. It can't go out without being qualified, is that correct?

Mr. Bray: That's right.

Mr. Shulman: All right. Now, if that stock is transferred to another name you've already got your prima facie evidence, haven't you?

Mr. Bray: Of course, it very seldom is transferred to another name. You get the transfer on the back, signed off in blank, certified by a bank and passed from person to person like a dollar bill, as you know.

Mr. Shulman: In this case it was primary stock that was transferred, is that not correct?

Mr. Bray: Our people satisfied us before we had the hearing that it was primary. That's why we had the hearing.

Mr. Shulman: We know it was primary, but what I'm trying to say is why take so many months to do so such a simple thing?

Mr. Bray: With respect, sir—I wish I had the file here; I'm sorry I haven't—I don't think it was a question of months.

Mr. Shulman: You said it was in the spring. This other thing took place at the end of November.

Mr. Bray: Have you got the second article as to the suspension? You had the first article.

Mr. Shulman: No, I haven't.

Mr. Bray: You haven't got the second?

Mr. Shulman: No. However, let's go back to—

Mr. Bray: I'm sorry. I don't think the timing was that long, frankly, because it was—

Mr. Shulman: Let's go back to November, 1971. In November, 1971, there already had been considerable publicity about Pan American mines. That's how Holland Andrews got in trouble in the first place, I'm sure you'll recall. Do you not? Why were you looking at Holland Andrews in the first place?

Mr. Royce: The problem, as I recall, was the suspension by the CSE of Andrews himself.

Mr. Shulman: Do you recall why that took place?

Mr. Royce: I recall a great deal of controversy but I'm afraid I don't know exactly why that occurred.

Mr. Shulman: There was considerable publicity at that time which made it very clear that certain individuals who are well known to be involved with organized crime were closely involved with this stock, which had led to Mr. Andrews' suspension. I still find it incredible that with those known facts on the record, you would secretly suspend this company, three days or four days later give the suspension back and then allow it to continue to do business in Ontario! I just find it incredible. All right. I have nothing more to say on that.

What about Ames? Any justification for that series of events?

Mr. Royce: As far as Ames is concerned, the Wall Street Journal in either December or January carried a report with a California dateline that there had been a private company formed by officials of Kaiser, to purchase, through a dummy company, shares in the Canadian issue of Kaiser Resources Ltd.

Mr. Shulman: That's right.

Mr. Royce: This company was called KRL Ltd. As soon as we saw this report we got in touch with the counsel for the company here, and he said that since they had set up this sham company, this provided a corporate cloak or veil to protect the insiders and officers of Kaiser. We said, "Very well; we'll go to the high court and get a decision."

Whereupon Mr. Kaiser himself told his lawyer that they would, in no circumstances, become involved with the commission. He instructed all the insiders of this dummy company to file immediately, which they did. We, working with British Columbia, went into a long investigation which lasted some time.

First, before our investigation had been completed, Mr. Kaiser appointed a committee from his own directors and asked them to look into the matter of the corporate behaviour of these directors. The committee produced a report saying that the \$140,000 the insiders had made on information privy to them, must be returned to the company. All the people, the officials, involved except one have since left the company and we are still continuing our investigation, of course.

As a result of our investigation we had recommendations made by our council. One of the recommendations was that Ames had, by Mr. MacDonald's signing this prospectus, been aware that this corporate shell concealed American citizens. Incidentally, there was no compulsion by the commission that they should put in the clause regarding American citizens; none whatever. In fact, we discourage this.

Mr. Shulman: I mentioned that.

Mr. Royce: We endeavour to avoid such a thing. We say there is no reason they shouldn't put in Chinese citizens or Czechoslovakian citizens or anybody else; American citizens shouldn't be different from anyone else. We considered very carefully the question of whether to lay charges against Ames, MacDonald and Gunn, and even more carefully whether to have a public hearing.

We decided a public hearing was necessary. There had been a public document on the public file; that is, the prospectus. There had been a false statement in the prospectus. There had been wide publicity in the Wall Street Journal, California papers and our own Star and so on. In all the circumstances the commission decided, a corporate decision, that we must have a public hearing, so we had a public hearing.

We have been criticized for this. We have been told that it was trial by newspaper, which it was to some extent. We have been told that we should have had it in camera. There was no way we could justify having it in camera in this particular case.

The hearing was held; it lasted three days, as you are probably aware. It was a public hearing. The unanimous decision of the commission was that the company itself was not responsible but Mr. MacDonald was, since he personally signed this knowing, in our view, that it was false; and Gunn, having knowledge also, although not in the same senior position, should suffer a minor punishment. That is what occurred.

Mr. Shulman: Mr. Royce, I find your logic hard to understand. You didn't have a public hearing in the case of Holland Andrews because you felt that their reputation might be damaged. You weren't too worried about Ames' reputation. Wouldn't it have come to the same thing—wouldn't it have been a little more logical if you had held a hearing in camera and then, if they were found guilty produced the results?

Mr. Bray: Mr. Shulman, with respect, I think you really haven't quite stated the facts.

Mr. Shulman: You state them then.

Mr. Bray: The fact is with Holland Andrews there was no evidence at that point in time, except of a technical violation. About the—

Mr. Shulman: Do you think it is just a technical violation that there are no records here? Here's a company we know is involved with the Mafia—go and look—and they have no records. Is that a technical violation?

Mr. Bray: This allegation about the Mafia is fine after the fact.

Mr. Shulman: It was after the fact when you went and looked last December.

Mr. Royce: Are we still talking about Ames or are we back at Holland Andrews?

Mr. Shulman: What I am trying to understand is the tremendous discrepancy in the way the two firms were treated.

Mr. Royce: In the first place we had what appeared to be a technical violation, not yet proved, in the case of Holland Andrews which was, as I say, remedied in four days. As a matter of fact, as you know, with computerized systems it is not unusual for the records

of a company to be in A instead of B. We don't like this and our regulations say they must be here, but this sometimes occurs. We had no evidence at that time of infractions except for the fact of the technical removal of the records, which were returned by Mr. Holland himself, three, two days later, I guess.

So, until we had at least adequate evidence on which to hold a hearing with some hope of succeeding, we restored trading; it's true.

In the case of Ames, do you seriously feel that the publicity that had already been accorded this case and the fact that a public document was involved—also we had a firm which perhaps has the highest standing in Canada and should therefore certainly set an example.

Mr. Shulman: No, I am not suggesting that you should always hold public hearings. I am suggesting that your standards seem to vary strangely depending on who is involved.

The other thing that bothers me is this, in the Ames case—this is the thing that really upsets me. Here we have, really, the important transgression that took place, which is that these people made money secretly. Yet they walk away scot-free. They make all the money; poor MacDonald, who lost money on the whole thing, turns out to be the scapegoat. Why have you never, in all of these—how long has it been since you have had rules on insider training?—How come you have never laid a charge? Never.

Mr. Royce: Yes, we laid one and it didn't go too well, actually.

Mr. Shulman: Tell me about it.

Mr. Royce: We laid one and it was thrown out last month, much to our disgust. I am the first to admit that we have not been strictly enforcing the insider trading contents of the 1967 regulations. I will say that since April 1 we have had three extra men on the commission working on this. The number of insider reports is rising at an astronomical rate, strangely enough, and we have given fair notice to the business community that this must be cared for.

Quebec, of course, has no insider trading regulations. A number of other jurisdictions enforce them in a very sloppy way and until the Kaiser thing brought it forcibly to our attention, we were depending to some extent on the insiders themselves to file as they are obligated to do.

We have given them notice that they must file in the future and we have two remedies

only: One, we can take them to court if it is repeated and the judge will probably fine them \$50, if he doesn't let them off, which is what happened the last time; or else we can deny them trading privileges in Ontario under 19(5).

As far as the directors of Kaiser were concerned, none of the people is resident in Ontario.

Mr. Shulman: Because they are not residents of Ontario, does that prevent you from laying a charge?

Mr. Royce: Under 19(5) it doesn't have any real effect on these people. They don't live here, they don't come here. Kaiser is a BC company.

Mr. Shulman: They certainly come here.

Mr. Bray: The trading took place completely in BC. The insider trading, about which there has been so much talk, took place completely in BC. The offence, if any, was committed in BC.

Mr. Shulman: Kaiser is listed on the Toronto Exchange. How do you know where the trading took place?

Mr. Bray: We do know. We conducted an investigation.

Mr. Shulman: Inasmuch as these people had left Canada and gone to the States, how could you possibly have conducted an investigation?

Mr. Bray: They lived in the States in the first place.

Mr. Shulman: Yes, but how could you possibly have conducted an investigation to find out where the trading took place?

Mr. Bray: KRL was doing the trading, if you recall. KRL was doing the trading on behalf of the American insiders. We know exactly where KRL was trading, where it had its account and where it sold the stock.

Mr. Shulman: You see, that isn't a very good argument because if there is an arbitrage between the two markets, you have no way of really knowing where the actual sale was made. It may very well have come into Ontario.

Mr. Bray: There is no arbitrage in provincial offences. For an offence to be charged within a province it must take place in the province; that is what I am saying to you. For a civil remedy to be effective within a

province, the trades complained of must take place within the province. I am not saying that there couldn't have been something done in BC. An aggrieved shareholder might have brought his action on the equivalent of the insider trading liability under the British Columbia securities legislation.

What I am saying is when none of the conduct took place here, the civil action, if any, had to take place in BC and I don't seem to get that point across. Because it happens to be listed on the Toronto Stock Exchange, it doesn't give you a civil remedy in Ontario.

Mr. Shulman: No, unless the stock happens to end up here.

Mr. Bray: That's right: unless the trading happened to be done in Ontario. If it is done in Ontario, then the civil remedy available in Ontario for the protection of the investors in Ontario is effective. In this case, it took place in BC.

Mr. Shulman: All right, leave that aside. Do you not think it is inequitable that the men who really were involved in this chicanery — and there is no question it is chicanery — walk away scot-free while you go ahead and prosecute the fellows whose offence—

Mr. Bray: You really think they got away scot-free? They disgorged the profits—

Mr. Shulman: Scot-free as far as the law is concerned.

Mr. Bray: They are not working now.

Mr. Shulman: They are retired.

Mr. Bray: Except for one man. They're not with Kaiser Resources.

Mr. Shulman: This has nothing to do with what you did.

Mr. Bray: I know, sir, but you are talking about conduct which took place completely out of this jurisdiction. We were talking about conduct which took place here. I am sure you have read the Ames' reasons?

Mr. Shulman: Yes.

Mr. Bray: The facts are very carefully gone into there. The evidence was quite clear that this statement which appeared in the Kaiser prospectus was unique. With respect, you say that it is quite usual; it is not quite usual.

Mr. Shulman: The statement that the stock is not available for sale to Americans?

Mr. Bray: That is right.

Mr. Shulman: I could bring you a dozen prospectuses to show you that.

Mr. Bray: You are talking about the caveat at the top of the prospectus?

Mr. Shulman: Yes.

Mr. Bray: This was a statement made in very particular terms in the body of the prospectus.

Mr. Shulman: Same statement.

Mr. Bray: Not quite. Examine it. The evidence of the witnesses who appeared before us, and these were Mr. MacDonald and Mr. Gunn, etc. was that this was a unique statement.

Mr. Shulman: In its position, not in its words.

Mr. Bray: In its words too. You are thinking about the American kind of tombstone ad where it says "These securities are not available except under prospectus" and—

Mr. Shulman: No. "These securities are definitely not registered with the SEC and are not to be construed as an offering to be made to any American citizen or within the United States of America."

Mr. Bray: I find if you examine the ads in the last while you may be hard put to find that statement. I think you will find recently that statement is pretty rare. I can't recall having seen it—no, seriously; that was a common phrase perhaps 10 years ago, I agree.

Mr. Shulman: All right, I won't pursue it any further. I can't agree that you have behaved consistently in these two cases. Let me ask you about your treatment of me. What did you find in the legislation that lets you decide that the amount of money someone has is the basis on which you will make a decision?

Mr. Royce: Mr. Bray was interested in the framing of the legislation you are talking about so I am going to let him answer this. There are only 33 firms—companies, insurance companies, mutual funds and trusts—in Ontario permitted this privilege at the present time. The only other individual company that had applied previously as you did we turned aside. This was a year ago. Mr. Bray, per-

haps, would go over the background of the legislation that put that clause into the Act in the first place—which we, incidentally, would be glad to see out of it.

Mr. Bray: Perhaps we can say now what was said to Mr. Shulman, I guess, in a private hearing.

Interjections by hon. members.

Mr. Shulman: It wasn't a disciplinary hearing.

Mr. Bray: No, it wasn't.

Mr. Shulman: I went through all this before. If you read Hansard from this afternoon, it is all there.

Mr. Bray: I think it should be clear, of course, when the chairman speaks of private hearings he is talking about hearings convened for the purpose of depriving a man of the registration which he enjoys or refusing him a licence in some capacity. He is not talking about the myriad other kinds of administrative action.

The exempt purchaser provisions came into the Securities Act in 1963. In the United States there had long existed what they call private placement rules which permitted a company to go to sophisticated investors and place relatively large sums of money; or enabled them to invest relatively large sums of money; or they could also trade to a limited number of people. Those rules did not exist in Canada in any jurisdiction of which I am aware; in Ontario certainly there were no private placement rules or legislation.

The government was approached by the then chairman of the commission, Mr. Kimber, to provide for this. There were people, sophisticated investors, large insurance companies and so on, from the United States largely at that time, that wanted to make investments in certain Canadian companies. The government agreed to provide this status through an amendment to what is section 19(1), subsection 3 of the Securities Act, which exempts trading by banks, licensed loan and trust companies, insurance companies, governments, generally speaking, and now by exempt purchasers, recognized as such by the commission.

From the start, since this recognition was meant for large pools of money, professionally-managed by professional managers, the commission consistently over the years has interpreted this in what I guess Mr. Shulman feels is a very restrictive manner.

Mr. Shulman: Where does it say this in the Act?

Mr. Bray: No, it doesn't say it in the Act. It is an exercise of discretion but it has been administered in this way. In your case, as you know, it was administered in the same way.

Mr. Shulman: What I object to is the reason that was given to me, which was "If we let you in, we will have to let other people in and we might have 2,000 people applying." Now surely that particular section—if there is discretion; and obviously there is because you are using it—was set up for large corporations with large sums of money—I don't know what you mean by large. I thought the amount of money involved here was fairly large. You didn't.

Mr. Bray: Believe me, it is not up to me. If it were my money, I would consider it large.

Mr. Shulman: At what point do you decide someone is too small to be considered and at what point do you give them consideration? Is the cut-off point \$10 million or \$5 million or \$1 million or—

Mr. Bray: It is not altogether size but it is outside—what shall I say—independent professional management. Recognition has been granted to mutual funds. It has been granted to non-Ontario licenced insurance companies. It has been granted to pension funds with professional management. It is that kind of fund to which these exemptions have been granted.

Mr. Shulman: It isn't just those funds, though?

Mr. Bray: I think there are two—there are two large trusts as well.

Mr. Shulman: There are two large trusts. Are you seriously suggesting that those large trusts have a form of professional management better than the company which came to you?

Mr. Bray: You mean the last two we turned down?

Mr. Shulman: The last one that you turned down.

Mr. Bray: The other one is of the same category.

Mr. Shulman: Of the two that you accepted—you have two trusts which are in there.

Mr. Royce: I think it is necessary to mention that the shares which come out of the Treasury that go to these particular exempt purchasers have never been qualified. There has never been a prospectus saying what was behind them. They are issued in that manner to sophisticated people so that they may take advantage of this particular aspect without going to registration.

There is no question of Mr. Shulman's sophistication; but I am suggesting that there are a great many people in Ontario who have pools of money comparable to his, perhaps, who would then engage in a spirited discussion with the commission. That's the way they had the sophistication to buy these stocks in which there was no disclosure; and we might find ourselves with a large variety of stocks wandering about the province for which there had been no prospectus filed. This is one of our problems.

No one can suggest that Mr. Shulman is not sophisticated, but we would become involved in an endless discussion—

An hon. member: An interminable one.

Mr. Royce: Perhaps I said the wrong thing, but anyway—

Mr. D. C. MacDonald (York South): You are right that they are wrong.

Mr. F. Drea (Scarborough Centre): We haven't got enough money to be wrong.

Mr. Royce: We would become involved in endless discussions as to what constitutes sophistication. Retired bank managers, former brokerage officers and so on, would come to us and say, "I am sophisticated. I have \$50,000. I should be able to buy these unregistered stocks." What happens to them after that? That's what concerns us.

We have regulations saying they must be held for investment purposes. We know some aren't held for investment purposes. So we have intentionally restricted it to a number of very large, wealthy corporations. That is all that we have granted this privilege to in the past—33 in the whole of Ontario.

Mr. Shulman: That's what I am trying to find out. How big do you have to be to be very large and wealthy? What is the cutoff point?

Mr. Royce: This is like asking the question of how long is a piece of string.

Mr. Shulman: Yes, that's exactly what I am asking. How long is this particular piece of string?

Interjections by hon. members.

An hon. member: You should have amalgamated with the member for York South and you would be away.

Mr. MacDonald: Half-way to zero, anyway.

Mr. Royce: To sum up, we feel that size is one criteria but independent investment advice is another. Generally the intention is to hold the thing for investment purposes and hopefully we could maintain some control over this. It is not because we don't want to hold hearings. We hold hearings, as you well know, day after day after day.

Mr. Shulman: Once a week isn't it?

Mr. Royce: In fact, our part-time commissioners are getting a little fed up with the number of times they are called out. Anyway we regretted being unable to grant your request; but it would be contrary to the policy we have endeavoured to follow to do so. You wouldn't wish us to do that.

Mr. Shulman: I suggest that you should be following the policy set out in the legislation not making up your own.

Mr. Royce: There is a discretionary aspect there and I expect they probably wanted us to use it.

Mr. Shulman: It seems that there is a lot of discretion in this commission. Tell me about Slater Steel. Why haven't you done anything about that mess?

Mr. Royce: Slater Steel is, as you know, before the courts at the present time. Our investigation showed that so far as we were aware, the conditions of the Securities Act had not been offended against in any way.

Mr. Shulman: Let me ask—there is a certain limited number of people—what is it, 15? Were you not aware that just prior to this transaction going through, several of the people had amalgamated and some 23 had suddenly become 15, so as to avoid the provisions of the Act?

Mr. Bray: Yes. We were aware of it after the fact. We have investigated.

Mr. Shulman: All right—

Mr. Bray: We were aware of it after the fact; not before it.

Mr. Shulman: Okay; now that you are aware of it what are you doing about it?

Mr. Bray: Mr. Shulman, it does not constitute an offence. It may be a loophole in the Act but it does not constitute an offence. The purchase of these shares by the British Steel organization complied with the Act. Actually it is the offerer who is controlled by the takeover bid part. Right? As far as British Steel were concerned they dealt with X number of people. They are within the exemptions both in the takeover bid part and in the—section 19 of the Act.

Mr. Shulman: Let me ask you something. If a company is being taken over and a very high price is being paid to some shareholders, far higher than the majority of the shareholders can get, and if those shareholders, who are getting this very high price just prior to this deal going through, go out and buy stock at a much lower price from non-informed shareholders who don't know what is going on, do you consider this an offence under the Act?

Mr. Bray: I don't think it is an offence but it is going to be a very interesting civil action. I hope it is not settled.

Mr. Shulman: I know it will be a very interesting civil action, but surely the Securities Commission should be something more than an interested bystander watching this civil action go on.

Mr. Bray: If you ask me is it an offence, the answer is no.

Mr. Shulman: Then there is something wrong with your Act. Mr. Minister, we are back to you, I guess.

Hon. E. A. Winkler (Minister of Consumer and Commercial Relations): In that particular case, I think the question that is extremely important, as far as policy is concerned, is the information that was available to the people who made the big gain, as far as the stock sale was concerned, and which was not available, you are suggesting here, to those who were bought out at a much lower price. My knowledge tells me that the information that was available to the people who were involved in the deal was available to all the other people.

Mr. Shulman: Pardon?

Hon. Mr. Winkler: The information that was available to the people who were involved in the deal was available to all the other people.

Mr. Shulman: How could it be available?

Mr. Royce: The insiders' statements were up to date in every case.

Mr. Shulman: Surely you are not suggesting that if I happen to be a shareholder in Bell Telephone, before I sell my Bell Telephone stock I should come down to the Securities Commission and go through the insiders' statements. Is that what you are saying?

Hon. Mr. Winkler: That is your privilege.

Mr. Shulman: It is my privilege. Are you suggesting that is what the public should do before any trade takes place?

Hon. Mr. Winkler: This is somewhat different, I think you will agree, from Bell Telephone stock. The fact of the matter is—

Mr. Shulman: All right, Slater Steel.

Hon. Mr. Winkler: —when the issue was first raised I inquired for my own edification and I found out that the information was, in fact, available. I don't know. I am like other members; I don't get involved. I can't become involved in these deals for obvious reasons, for various reasons. When I found that out I might not have been totally satisfied if I had been one of the losers; but nevertheless the information was there, available in the public file.

Mr. Shulman: Just a minute, Mr. Minister. Surely you are not suggesting, because something is available in a public file which no one, for all practical purposes, has seen—it has not been in the press; no notice has been sent out to shareholders and there is no way they can know it, unless they are bright enough to go down to your Security Commission and go through the file—that that makes this deal all right? These people are going to put something in the file, go out and buy the stock at a price some 60 per cent of what they can immediately resell it for, and you are suggesting that because it is in the file at the Securities Commission that makes it okay?

Hon. Mr. Winkler: I would suggest to you that if the investment was that important to the person who bought it, surely it was important enough to pay attention to.

Mr. Shulman: Now!

Hon. Mr. Winkler: I hold a few myself and I watch them fairly carefully.

Mr. Shulman: I am sure you watch them carefully. If you own a 100 shares of stock before you sell it, do you go down to the Securities Commission and go through the files?

Hon. Mr. Winkler: No, I must admit, I do not.

Mr. Shulman: Do you imagine anybody goes down to the Securities Commission and goes through the files, before they trade 100 or 200 shares?

Hon. Mr. Winkler: No, I don't deal in that sort of security.

Mr. Shulman: What you are saying is ludicrous.

Hon. Mr. Winkler: It is not ludicrous. You are quite wrong. The laws that exist in regard to reporting any information available to us were complied with.

Mr. Shulman: Of course they were complied with. Under the laws they did exactly what they should have. What I am trying to say here is that your law is an ass, and the explanation you are giving is not much better.

Hon. Mr. Winkler: Sometimes there are more asses around than we can account for.

Mr. Shulman: That's true, and I am trying to look after one of them at the moment, so let's go back to him.

Hon. Mr. Winkler: Well—

Mr. Shulman: Mr. Minister, this law is—

Hon. Mr. Winkler: —that feeling might be quite mutual. I don't like your inference either. I might tell you that.

Mr. Shulman: You may not like the inference but your law—

Hon. Mr. Winkler: The inference I don't like.

Mr. Shulman: You may not like it or like it. I couldn't care less.

Hon. Mr. Winkler: I don't like it. You should guard your language in this committee.

Mr. Shulman: Then try to act more sensibly. You have got a law—

Hon. Mr. Winkler: I answered your question to the best of my ability. If you don't like it, I can't help that.

Mr. Shulman: I don't like your ability. Let's come back again—

Hon. Mr. Winkler: That's all right, I don't like yours sometimes either.

An hon. member: I don't like it either.

Mr. Shulman: Here is a law which says that you put something in a private file down at the Securities Commission—

Mr. Bray: Not a private file, please.

Mr. Shulman: —a public file—and without sending any notice out to the shareholders, you may then go out to all the shareholders on the open market and buy their stock—in this case the price was around \$11 or \$12—and then you can resell it to a deal which you know about but the rest of the public doesn't know about unless they happen to be smart enough to go down to the Securities Commission and go through the files. You are saying that is all right under the law because that is the way the law is and you don't want to change it.

Hon. Mr. Winkler: If the people are not interested enough to find out for themselves, if they think such a deal is going on, that is—

Mr. MacDonald: Just a minute. Mr. Bray not a minute ago said it may be a loophole in the Act. Are you not interested in plugging that?

Hon. Mr. Winkler: I will agree with that. That is the way it is at the moment.

Mr. MacDonald: Okay, but are you not interested in plugging the loophole?

Hon. Mr. Winkler: Very much so.

Mr. MacDonald: That is the whole point. At least send it out to the shareholders so that they will have a normal opportunity to know what the situation is.

Mr. Bray: Can we speak to Mr. Shulman's question, if I can decide which one is perhaps right? Right now there is a civil action. I appreciate that Mr. Shulman filed an amendment to the legislation in which he would like the use of specific confidential information, as defined presently in section 113, to be made an offence. The use of that kind of information by an insider is not an offence under the law as it presently stands.

Mr. Shulman: Exactly.

Mr. Bray: All right. That is one thing. It is not an offence. If you are asking the question should it be an offence, that is one question.

The second question though—to which I would like to direct myself—is the one about the shareholder who, in all innocence, sells his shares to an insider not knowing that there is some deal cooking. Surely the litigation which is afoot now sounds in section 113? We don't know whether the insider in that case is going to be liable or the associate is going to be liable. That is surely wrapped up in this civil action. In other words the civil remedy appears to exist now.

Now we are talking two things. We are talking offence—that is one thing.

Mr. Shulman: Right.

Mr. Bray: The straight answer to your question—is it an offence to use specific confidential information of the kind envisaged, let's say, in 10(b)(5) in the States—the answer is no.

Mr. Shulman: Before you go on, can I ask you a question?

Mr. Bray: Surely.

Mr. Shulman: Would you not agree with me that it should be an offence?

Mr. Bray: I have got mixed feelings. I really have, and that is an honest answer.

Mr. Shulman: But why? Let's have the other mix.

Mr. Bray: I think my views on that subject should not be developed at this forum. If there is a recommendation, it goes forward in the normal course, I would think.

Mr. Shulman: All right. I thought this was the forum. If there is any reason that anybody up there can give me on why it should not be an offence to use insider information and make money at the expense of these public shareholders, I would sure like to know what possible excuse there could be. Can anybody give a reason?

Mr. Bray: You said a moment ago that this insider trading report is stuffed in a file and nothing happens. The fact of the matter is that is not quite correct, is it? There is insider liability in existence. There is a suit going on in court now and we are going

to find out whether the present language is good enough to meet the situation.

What you are talking about is the sale of control and getting a bonus for control. There is very little law on the subject in Canada. In fact the law is very mixed in the United States on that subject—whether control is a corporate asset or whether the controlling shareholder has a right, because he has got control, to get a bonus for it. That is what you are talking about. These people apparently got a bonus for their stock in dealing with British Steel. I really don't know what they got as of now. This is presumably what happened.

Mr. Shulman: All right, I'm just—

Mr. Bray: Let me finish—

Mr. Shulman: —making one final attempt to get this thing unblurred.

There are two things there and your civil suit may give these people recourse. But, surely, this isn't the answer? Surely it should be a criminal offence in this province, as it is in more progressive jurisdictions, to use insider information for personal advantage.

Mr. Bray: But even 10(b)(5), with respect, doesn't put a man in jail or doesn't fine him. I am talking about the anti-fraud provisions of the American legislation. I take it by inference that that is the progressive jurisdiction to which you refer?

Mr. Shulman: It is one of them. I mean, look at the Texas Gulf situation.

Mr. Bray: That is an injunctive proceeding and in the nature of a civil remedy brought by the state.

Mr. Shulman: Brought by the government of the United States.

Mr. Bray: That's another question, you see.

Mr. Shulman: Our government here does nothing. You say you have mixed feelings as to whether it should be an offence.

Mr. Bray: That isn't an offence down there, with respect. That is not an offence.

Mr. Shulman: With respect, it is an offence. That is how the Texas Gulf people got in trouble.

Mr. Bray: No. It is an injunctive proceeding to force them to disgorge the profits they made. Isn't that what the result was?

Mr. Shulman: That was part of the result.

Mr. Bray: And it was brought by the state. It was brought by the SEC on behalf of the investors.

Mr. Shulman: That's right. But here, you say let them have a civil suit, let them go and sue these fellows. It means that the shareholders, most of whom are small, divided, have to go to great expense—far beyond whatever the remedy may be. Surely this is a job for the state?

Mr. Bray: The question is whether somebody apart from the shareholder should make an application under section 114.

Mr. Shulman: Who can that somebody be, if not the Security Commission?

Mr. Bray: All right, but that is not for me to say.

Mr. Shulman: It is for the minister to say.

Mr. Bray: For the government.

Mr. Shulman: It is a matter of policy, but apparently the minister doesn't agree.

Hon. Mr. Winkler: I didn't say I didn't agree.

Mr. Shulman: Do you agree?

Hon. Mr. Winkler: It was your language that threw me before.

Mr. Shulman: Let me try again, in very quiet, mild language. Do you agree that it should be an offence under the Securities Act for an insider to use information gained as an insider for personal advantage?

Hon. Mr. Winkler: I would agree that there might be greater measures of protection for the minority shareholder group, which is the question you are raising in this particular case. On the other hand, I don't know if you are saying that the government should be a collecting agency for those people or not?

Mr. Shulman: It should be an offence—

Hon. Mr. Winkler: I think there may be—

Mr. Shulman: —with certain penalties involved.

Hon. Mr. Winkler: Maybe we should be looking—we're watching this case very carefully to see if the minority shareholders' position might be protected as a result of what happens in this particular case.

Mr. Shulman: What happens in this case isn't going to make any difference. A civil suit is not an answer. Even though this suit might be successful.

Hon. Mr. Winkler: I agree with you.

Mr. Shulman: All right. If you agree with me, why don't you bring in an amendment?

Hon. Mr. Winkler: Give me some time and I'll have a look at it.

Mr. Bray: Do you really mean an offence, Mr. Shulman?

Mr. Shulman: Yes, I mean an offence.

Mr. Bray: A \$25 fine in magistrate's court?

Mr. Shulman: I would hope the fine would be a little more substantial.

Mr. Bray: All right, \$50.

Mr. Shulman: How about \$10,000?

Mr. B. Gilbertson (Algoma): What if that happened to you?

Hon. Mr. Winkler: He can afford it.

Mr. Shulman: If I happened to make \$10,000 on the deal I would think it would be fair justice to give it back if I had stolen it from the shareholders.

Mr. Bray: You don't really mean it? I mean some people sometimes speak of an offence when they really mean a civil action.

Mr. Shulman: I mean offence.

Mr. Bray: Because the prosecution of the individual does not put anything in the shareholder's pocket.

Mr. Shulman: Exactly. But if it is an offence there'll be fewer people doing it. Right now it's perfectly legal—or let's say it's not illegal. Let's say I'm a director of a company and I happen to discover that we've made a huge copper discovery up in Timmins. It is not illegal for me to go rushing out and buy this stock. The only thing that I have to do is, by the 10th day of the following month, tell everybody I made all this money.

Mr. Bray: That's right.

Mr. Shulman: That's right? Isn't that cockeyed?

Madam Chairman: Are there any further—?

Mr. Bray: There's the civil remedy, that exists.

Mr. Shulman: Maybe.

Mr. Bray: That's a little clearer case, I think, than the one we have here.

Mr. Shulman: The civil remedy means that the little guy who owns 100 shares has to go to the Supreme Court of Ontario, which is going to cost him goodness knows how many thousands of dollars. It's not a real remedy, it's a phoney remedy. It's a sort of—well, never mind. All right.

What about protecting investors whose brokerage firm goes defunct? What are we doing about that?

Mr. Royce: I think the Malone Lynch case was a rather good example of what has been done about it.

Mr. Shulman: In that case, the Toronto Stock Exchange had a contingency fund which, after many months, is paying back, or perhaps has now paid back, all of or most of I guess, the arm's length investors and some of the others.

Hon. Mr. Winkler: All night tonight.

Mr. Shulman: The Malone Lynch bankruptcy was a relatively small one. The comment made at the time, as I recall it, by the Toronto Stock Exchange was that if they had had several like this they just wouldn't be able to pay it back. I ask the minister—this is a matter of policy again—Mr. Minister?

Hon. Mr. Winkler: Pardon me?

Mr. Shulman: I said that now we're at policy I'm going to ask you a question again. Do you not believe, in view of the fact that if one of the large brokerage houses goes bust in this city and the clients probably will only get a certain percentage on the dollar, that they should be required to carry insurance?

Hon. Mr. Winkler: Was the question raised? Did you give an answer to that, Mr. Bray?

Mr. Bray: Can I assist you there, Mr. Minister?

Hon. Mr. Winkler: Go ahead.

Mr. Bray: Mr. Shulman, you can't buy insurance from any bonding company for theft by the principles, by the owners of the company. You just can't buy it.

Mr. Shulman: All right. Well, then, is—

Mr. Bray: That's why the national contingency fund was set up, as a form of self-insurance. That's why for every class of dealer there is a pool of money which is a self-operating thing. Each of the other classes of dealers not covered by the national contingency fund has \$10,000 in a pot for the protection of each. That's been in existence for three years now.

Mr. Shulman: I'm sorry. How much money is there in the Toronto contingency fund approximately?

Mr. Bray: That's really a difficult question to answer. I think in the Toronto Stock Exchange itself, the last figure I saw was \$900,000, which had been built back again. The national contingency fund itself, which is from all of the stock exchanges has another sum. Of course, if that money is not enough to cover the claims, as was the case in Malone Lynch, there's a contribution from the dealers to make up the deficiency.

Mr. Shulman: Voluntarily done?

Mr. Bray: They have to. It's an obligation. It's not voluntary.

Mr. Shulman: If there's a major collapse you'll probably agree with me that there might be grave difficulty in raising the funds.

Mr. Royce: You're aware of the fund recently established in the United States, I'm sure?

Mr. Shulman: Yes, I've got that information right here in front of me. What I was coming to was Senator Muskie's bill calling for a federal insurance corporation, modelled after the federal deposit insurance corporation, which will protect customers of any US broker who becomes insolvent. I am suggesting that we should, if insurance is not purchasable from an insurance company, have similar legislation here in Canada.

Mr. Royce: It's not beyond the realm of possibility. The situation might make such government protection necessary. This is possible. Certainly the experience in the United States—

Mr. Shulman: What I am suggesting is, we shouldn't wait until after the event, when you have thousands of shareholders. If you recall the Prudential disaster. We shouldn't wait to lock the particular barn door after

the horse has bolted. This is something that very well could happen in Toronto next year. I hope I don't have to quote these words at next year's sitting. If it does happen, you will say, "Maybe we should have set up such insurance." We are going to have a most interesting hearing.

Mr. Bray: Not quite, Mr. Shulman. There has been a number of things happen in the last several years. There were a couple of small disasters which led to them. The rules respecting net-free capital have been toughened; the audit requirements have been toughened; the record-keeping requirements have been toughened; the know-your-client rules.

I would have to concede that, against a determined thief, there is no protection. In the end result there is no protection. There is a pot of money available for every class of dealer. The pots of money for the small dealers—and I am talking about those outside the self-regulatory body—are relatively small in terms, amounting to \$150,000 instead of \$1.5 million. Even at today's inflationary prices, I think, within the realm of possibility, they, too, like the TSE members and the IDA members, are obligated to make up a deficiency.

You are not likely to get \$1.5 million deficiency from some fellow who is doing a peanut-size business, really.

Mr. Shulman: I hope I don't have occasion to quote this debate back to you, gentlemen—

Interjections by hon. members.

Hon. Mr. Winkler: I hope you don't either. I can assure the member for High Park that I shall take every step to see that a situation such as Prudential does not happen again.

Mr. Shulman: This is exactly what I am talking about.

Hon. Mr. Winkler: I understand.

Mr. Shulman: All right. That's it.

Madam Chairman: Mr. Roy.

Mr. A. J. Roy (Ottawa East): Can I just ask a couple of questions? The gentleman mentioned that you bring someone into court and the judge might impose a \$50 fine. Are you saying that you have legislation that doesn't have a minimum fine for offences? Why don't you stick in a minimum fine for offences?

Mr. Royce: I am afraid that is not our prerogative.

Mr. Roy: No. Okay, let's put it to the minister. Surely, it's not a deterrent, to someone making a heavy profit, when you are imposing a \$25 or \$50 fine. Wouldn't you think it would be a good idea when you are working in that field? It is just like the federal legislation where we are working with combines, and companies were convicted of misleading advertisements, and this type of thing. At first that's what happened. They were imposing \$25 and \$50 fines. Obviously this was not a deterrent. They had to start thinking about imposing maximum fines and using all provisions of the Criminal Code to impose that fine, using indictable offences which, in fact, worked out to a fine something in the nature of \$2,500, I think, for the lowest. Would you not think that that would be suitable?

Hon. Mr. Winkler: I'd rather have a marketplace where the situation would not happen. That is exactly what we are striving for.

Mr. Roy: Apparently this is happening, though.

Hon. Mr. Winkler: If the situation does not develop where this cannot be so, I think possibly your suggestion is a good one.

Mr. Roy: The second point is Mr. Shulman's point which I thought was an excellent point, on the question of using insider information to take on some shareholder who doesn't know what's going on. Again, if you brought this matter before the magistrate and you showed us a fact that the company had made, let's say, a \$10,000 profit, surely your magistrate would not be thinking in terms of \$25 or \$50 fines? Once you had someone breaching a statute, committing an offence under your act, there would be a civil remedy. I think, quite clearly there would be a civil remedy for the shareholders to take an action against this company.

In other words, your prohibition, your imposing a fine could have a two-fold purpose—to nail him, they impose a fine for this type of action; and then a civil remedy, because he would be breaching a statute.

Hon. Mr. Winkler: Yes. I think both questions are tied together.

Mr. Roy: Yes, I think certainly that should be given consideration.

My final question is this. I recall reading

a case quite some time ago. It was under a section or code that the charge had been laid about this type of trading. Was it the MacMillan case, or something, where there had been a criminal prosecution?

Mr. Bray: Wash trading.

Mr. Roy: What is it called?

Mr. Bray: Wash trading.

An hon. member: Manipulating the market.

Mr. Roy: Well, was that an offence against your statute, or under the Criminal Code?

An hon. member: The Criminal Code.

Mr. Roy: There was a jail term imposed in that.

An hon. member: Right!

Mr. Roy: Have you discussed this at all with the federal boys, whether they could include that sort of thing under the Criminal Code?

Mr. Bray: We have had discussions—not on insider trading as such—but we've had discussions over the years with the Department of Justice, through the Attorney General's department, on a different kind of offence—the over-the-counter market. Ottawa doesn't seem too enthusiastic about adding it to the criminal offences.

Mr. Roy: You see, because—

Mr. Bray: Even getting wash trading convictions is very difficult.

Mr. Roy: Well, the only one I ever read about was—

Mr. Bray: We had a number of them and a couple of them went to the Supreme Court of Canada. I can assure you they are very difficult cases; they are very expensive. It takes up to two and one-half years to put the evidence together.

Mr. Roy: Yes.

Mr. Bray: Once you get into court they are difficult, technical, long, expensive prosecutions; and then to have the case fail—not through lack of proof—

Mr. Roy: You were sustained in that case, were you not, all the way up—

Mr. Bray: Mrs. MacMillan was convicted and stayed convicted.

Mr. Roy: Just as a matter of assistance, you are getting very close when you start talking about offences and this type of thing; you might have legislation that is ultra vires; the federal boys might have occupied the field. I would think it would take close co-operation between your department and justice in Ottawa.

Mr. Bray: It is the Attorney General's department here, of course, which is responsible for the enforcement of the criminal law. We have numbers of criminal charges that we sponsor, if you like. We investigate and report, and the facts are placed before the Crown attorney. One of the most notorious was the Meyer Rush prosecution; that was one of ours. There have been a number of them. There have been a few that have stayed convicted.

Mr. Roy: Because you see if this—

Mr. Bray: Albert Gould, I think, is one from a few years ago.

An hon. member: He is up again.

Mr. Roy: I am concerned, you see, if this type of activity continues it scares the small investors away from this type of thing. It is complicated enough for the ordinary fellow, but never mind when you start talking about insider trading and this type of thing. He doesn't really know what is going on; who's got inside information and this type of thing. Unless you have very strict rules so that you don't give somebody a head start or an inside run on something, how can you expect people to have confidence in the market?

Mr. Bray: I think even the greatest critic would admit that the protection the investor receives today, as opposed to what he was getting in, let us say, as recently as 1964—it is as day and night. It is just a different world. The reason that there aren't wash trading investigations and prosecutions is the fact that game is just not worth the candle. The stock exchange has a surveillance group headed by Mr. Lyndon; they are very active and watch the market. We have our own stock-watch programme. We are far from perfect, either one of us, but at least that kind of an operation in Toronto on the Toronto Stock Exchange is not as apparent as it was in the past. The wild gyrations are not as apparent as they were, let's say, eight years ago.

Mr. Roy: Thank you, Madam Chairman.

Madam Chairman: Shall item 1 carry?

Mr. Shulman: Whoa! Nobody else? I would like to ask something about laundering; if that is in your field?

An hon. member: Laundering?

Mr. Shulman: Laundering. It is my understanding that this is the city that is used by Mr. Lansky to launder his money. Has any investigation been done by the Security Commission in this particular matter?

Mr. Royce: We are represented on the committee that exists, as you know, to check all the activities of these people.

Mr. Shulman: The committee that was set up last week? The new committee?

Mr. Bray: We are members of criminal intelligence; we are one of the few civilian agencies. We have an interest in organized crime and you are talking about names that have been bandied about.

Mr. Shulman: All right.

Mr. Bray: We are interested in their activities.

Mr. Shulman: We are all interested. Have you found anything?

Mr. Bray: I don't think this is the time and place. You are talking within the securities business?

Mr. Shulman: Yes.

Mr. Bray: There is nothing I'd want to talk about.

Mr. Shulman: Nothing you want to talk about?

Mr. Bray: Nothing I could talk about—

Mr. Shulman: Oh.

Mr. Bray: —properly at this time and this place. I don't mean by that to suggest—I don't want to mislead you into believing that we have found something that we are not disclosing.

Mr. Shulman: Have you ever found evidence of hot money being laundered in Ontario?

Mr. Bray: You mean by investment in a securities firm?

Mr. Shulman: No. By investment through a securities firm.

Mr. Bray: I cannot answer that, Mr. Shulman.

Mr. Shulman: What do you mean you can't answer it?

Mr. Bray: It is not within my present knowledge. It is not a question I came prepared to answer.

Mr. Shulman: Mr. Royce?

Mr. Royce: I don't know.

Mr. Shulman: You were represented on this criminal investigation body. Who was your representative on that body?

Mr. Bray: You're talking about criminal intelligence, Mr. Shulman.

Mr. Shulman: All right. Whatever it is, who is the representative on the body?

Mr. Bray: Mr. Minister? I think this is a very difficult field.

Hon. Mr. Winkler: This is within the purview at the moment of the policy committee, and I wouldn't care to discuss it myself.

Mr. Shulman: You mean it is a secret who your representative is?

Hon. Mr. Winkler: Not necessarily but I am not prepared to discuss it.

Mr. R. F. Nixon (Leader of the Opposition): Who is it, then? Come on, Eric, don't get yourself dug into something like that.

Hon. Mr. Winkler: I don't intend to get myself dug in but I just don't—it's a sensitive area.

Mr. Shulman: You are not serious? It is a secret who your representative is on this body?

Hon. Mr. Winkler: No. Not to me it isn't, of course.

Mr. Shulman: But it is a secret? You can't tell us.

Hon. Mr. Winkler: It may not be in the best interests of all concerned.

Mr. Shulman: I have got to pursue this a little further. You have just finished saying you are the only civilian agency that is represented on this body. I presume one of your employees—

Mr. Bray: Are you talking about the criminal intelligence? I am not talking about the committee that was announced—

Mr. Shulman: I am talking about the one you were talking about when you said you were the only—

Mr. Bray: I am talking about the one that is organized by the Ontario Police Commission for the purpose of—it is an organization—of police forces throughout Ontario which gather together for the exchange of information.

Mr. Shulman: Good. That is the one I am going to talk about, too. You said you were the only civilian body represented on that. I believe those were your words.

Mr. Bray: I said we are one of the few.

Mr. Shulman: One of the few? All right. I presume if you are represented on that you have somebody who must go to the meetings?

Mr. Bray: We have several, as a matter of fact.

Mr. Shulman: Okay. Why in the world would it be a secret who goes to the meetings?

Mr. Royce: Security of the state.

Mr. Shulman: Okay. I won't ask another question. I stop there. I rest my case.

Madam Chairman: Item 1 carried. Item 2.

Mr. B. Newman (Windsor-Walkerville): Madam Chairman.

Madam Chairman: Yes, Mr. Newman.

Mr. B. Newman: I wanted to ask the minister if this department is responsible for pension plans, specifically pension plans that may be set up by industry itself? We are under financial institutions.

May I ask the minister, then, Madam Chairman, if a corporation—and I am going to refer to the auto industry, for example, Auto Specialties in the city of Windsor—whether their pension funds are in any way controlled or in any way guaranteed or if in any way the individual, the worker in the factory, is assured, can be assured, by this department that he is going to get his rightful share of those pension funds?

Hon. Mr. Winkler: Madam Chairman, I am informed on the matter on which the hon. member is questioning, but since Mr. Bentley is here and it is a very broad field as far as these pension plans are concerned, I am going to let him answer. We certainly control the law in the Province of Ontario. Mr. Bentley,

Mr. J. W. Bentley (Superintendent of Pensions): Thank you, Mr. Minister. The Pension Benefits Act requires that where there is an unfunded liability established by a pension plan—the liability must be amortized by 1987. In this situation they have improved the benefit structure. I think in the case that you are talking about, this has happened a couple of times. The benefit structure has been improved, retroactively.

Mr. B. Newman: Right.

Mr. Bentley: There is an unfunded liability established at the time of the improvement to the benefit structure. Under the Pension Benefits Act, the company is permitted, up to 1989 or 15 years, which ever is the greater, to amortize that unfunded liability. I cannot remember the exact details of the particular case you are talking about, but I think this is the situation. There were a couple of improvements to the benefit structure of the plan.

Mr. B. Newman: Right.

Mr. Bentley: The unfunded liability was established for each of them. The amortization period for each of them was to 1989. Naturally, there were only a few payments with respect to the first increase, which created the first unfunded liability; a few number of amortization payments were made with respect to the second increase. So that only a small part of the total unfunded liability was paid for. The plan was then terminated. The funds available, that is the current service payments, the payments required to purchase the benefits earned year by year, plus the amounts that were used to amortize the unfunded liabilities, those had been made. Under the Act these are the payments required to be made up to the date of the termination of the pension plan. To our knowledge, and as I recall the situation, these were done.

Then at the termination of the plan, the actuary is required to make certain priorities. These priorities are primarily for the person who qualifies under the vesting requirements of the Act, under section 21 of the Act; 45 and 10-year persons at the time the plan is terminated. These have priority under the Act with respect to getting benefits accrued from Jan. 1, 1965. With respect to current service payments, and benefits that have been increased due to retroactive improvements the actuary must use the moneys to provide for these and then, if there are moneys left over, they can go to a priority group which would fall below what is required under the Act.

The Act does provide protection for the older, longer-service employee. The shorter, younger-service employee, if there are funds available, naturally will get the protection, but the first people are the older, longer-service employees. I don't recall the exact details of the winding up of the plan.

Mr. B. Newman: Right. I think you have mentioned everything as it is. The thing that did disturb me, and still does disturb me, is that the long-term employee, the employee who has worked at Auto Specialties for some 35 years, originally retired on a given pension and that was increased by the union in its negotiation. The several parties who contacted me were receiving up to \$160 a month in pension benefits.

When the company folded, ceased operations, they continued to receive benefits for approximately nine months and then, as of March of this year, all of a sudden, from \$160 a month benefits, their pension benefits were cut down to some \$50 or \$60. A man who has contributed 35 years of his life, and assumes that he is going to get \$160 a month, all of a sudden finds himself at, let's use the figure of \$60, and is immediately now thrown onto one of the welfare agencies, so to speak. If he himself is not thrown, his wife is put to some provincial government scheme.

In this case, I had to apply for old-age assistance for the man's wife because he could not live on what he had been receiving from old-age security, plus a little in Canada Pension, plus the pension benefits that he got from the company.

Should there not be some type of insurance to see that, at any time when pension benefits negotiated between the union and company are increased, the long-term employee will be guaranteed the amount that has been negotiated between management and the labour union?

Mr. Bentley: This particular situation is recognized. Fortunately it doesn't happen very often, but it did happen in this situation. The pension commission has looked very seriously at the concept of reinsurance in situations of this kind. We have discussed this whole concept with a number of representatives, including representatives from the UAW, among others.

Unfortunately, I think there are many ramifications. I realize that this is something that is being presented in a number of bills in the United States Senate and the United States House of Representatives by Repre-

sentative Dent and by Senator Javits, among others. There are a great many ramifications. It does require a tremendous amount of study.

It sounds quite simple on the surface, sir, but I have to tell you, quite frankly, we haven't made the recommendation. We just are not sure of the whole situation with respect to that particular type of arrangement, which will come up—and we know this—periodically. We're aware of it. I will tell you that.

Mr. B. Newman: With the plant closings being a little more commonplace, shouldn't it be a matter of priority with your department to see if some type of accommodation could not be arrived at to protect the retired employee of a given concern?

Mr. Bentley: I must mention one thing which I neglected to do in that particular case. The retroactive improvements comprise part of the benefit that the retired employees were getting. In other words, in negotiating as well for the active employees, they negotiated increases for the retired people. Again, this set up a liability, and again, the payments during the amortization period were very few, compared to the total number. They could have had, I think, in the one instance, if I remember correctly, 21 years or 22 years to amortize the first increase, and 19 or 20 years—I'm only going by memory now—to amortize the second increase. Of course, only a couple of payments had been made against this liability. So, even though the retired people had, for a period of time, received the maximum negotiated for them, because there weren't funds available, it had to be cut back. This is quite true.

Mr. B. Newman: All right, this was Auto Specialties. There were only some 280 employees involved. That's serious enough. But what would happen if Chrysler folded up because of problems in the United States, and all of a sudden, we found 8,000 or 10,000 Chrysler employees without employment because of the closure of the plant? How would these employees be treated, then? Does the government come along and ensure that the bigger industry has its pension funds all actuarially up to date and sound?

Mr. Bentley: The plans, sir, are actuarially up-to-date and actuarially sound at any particular moment.

Mr. B. Newman: I see.

Mr. Bentley: That is the situation. The fact remains that there is an unfunded liability.

Mr. B. Newman: Right.

Mr. Bentley: It still has to be amortized. That is the situation, of course, as long as there are pension plans negotiated that, at the time of negotiation, or whether they're established unilaterally, establish a past-service benefit or that negotiate an increase or establish unilaterally an increase in the benefit structure. You will constantly throw up an unfunded liability whenever these retroactive increases are given. This will be a situation that—

Mr. B. Newman: That is a real concern to you people, and a real problem—or it can be a real problem? It was evident to be a real problem in the case of Auto Specialties. It likewise could be that same problem with Ford Motor Co., Chrysler or you name the concern. In labour negotiations today, they always negotiate pension increases for retirees. As a result, that is not funded. Am I right in saying that? It is not immediately funded.

Mr. Bentley: That is correct. There is no lump sum payment that goes into the fund to pay fully for those retroactive increases.

Mr. B. Newman: There are other pension benefits, or other financial benefits available to the employee, such as SUB, the supplementary unemployment benefits. There's severance pay and so forth. Is your department responsible or does your department supervise or, the term I would use, have any control over those types of financial benefits that are available to the employee?

Mr. Bentley: No, we do not, just the pension plans.

Mr. B. Newman: Is the department thinking of implementing such a suggestion as the Windsor and district labour council passed at a membership meeting on June 13? The resolution is very short so I'll read it, Mr. Minister.

That this labour council request immediately that legislation be proposed by both our federal and provincial Legislatures to adopt a full policy of pension reinsurance for all pension plans and legislative changes that if, upon closure of any work place, all trust funds such as SUB, severance and so forth shall automatically revert to the workers.

Is this feasible under present legislation, or should legislation be introduced to cover this?

Mr. Bentley: SUBs are not covered. At the moment I do not believe the commission will be making any recommendation that they should be covered. I can only speak, sir—I can only interpret what I think the commission will make in the way of recommendations. There hasn't been, quite frankly, any representation made to us concerning SUB funds or any fund of any other kind, except pension funds.

Mr. B. Newman: I'll turn these letters and resolutions over to you, sir.

Mr. Bentley: I'd be glad to have them.

Mr. B. Newman: You can look them over and maybe even reply to the organization.

Mr. Bentley: I will do that.

Mr. B. Newman: Thank you, Madam Chairman.

Madam Chairman: Mr. Handleman.

Mr. S. B. Handleman (Carleton): Thank you, Madam Chairman. Mr. Minister, I wanted to ask a very brief question on the standard automobile insurance policy and specifically the medical coverage. I wrote to you several weeks ago on a question involving this. I haven't received a reply and I would like to go over it with you.

The standard policy apparently provides benefits up to a sum—usually \$2,000—and has a number of exclusions. It says it will not cover those benefits which are obtainable under any provincial medical insurance plan.

Now, it's a contract which says it will not provide you with the benefits obtainable under OHIP. Speaking as a layman, I would say that it should pay any charges which OHIP does not pay. Of course, we know the OHIP regulation is that you cannot obtain insurance for any charge made by a medical practitioner or chiropractor in this particular case over and above the OHIP schedule.

What we have is a situation of an insurance company which issues a policy, which is a contract, which is contrary to the law. They are saying that they will not pay you for benefits obtainable under OHIP, but they can't pay you for medical expenses incurred which OHIP doesn't cover.

In this particular case you have a series of chiropractic treatments which extend well

over the amount that OHIP will pay, in the case of whiplash. The insurance company refuses to pay. They say, "The government of Ontario says we can't pay you."

There is no rider on the policy which explains this to the policy owner. It would seem to me that the only course that the policy owner has is to take civil action for breach of contract. They can't sue them for benefits; the law doesn't permit the insurance company to pay the benefit. Yet there is a contract.

Mr. G. E. Grundy (Superintendent of Insurance): I think you'll find that most insurance companies have issued policies of this nature which contain benefits which have since become outlawed by operation of the law—I think it was effective Nov. 1, 1969, when certain of these things were made inoperative in an insurance contract. Most of these contracts are of a yearly nature, and I think most of them have been amended since to provide alternative benefits; either that or a reduction in premium.

Mr. Shulman referred earlier this afternoon to a Mutual of Omaha policy that was put out in the 1940s, I believe. That policy contained quite an element of this type of thing, in addition to disability benefits, and as such it is no longer of very much benefit. That is why at our urging Mutual of Omaha, for instance, renegotiated these policies on a fully non-cancellable basis.

Mr. Handleman: I sent you a recent policy; it is less than three months old. The person involved asked for a new policy to see whether or not there was a rider explaining the reduced coverage. I sent you this; it is dated, as I recall, April or May, 1972. It does not contain any rider. There may very well be a reduced premium, but it still says they will cover everything that OHIP doesn't cover. Of course, they can't; the law doesn't permit them to do it.

This is Travelers Insurance Co. and I'm saying that they are offering people a policy that is not valid. It is illegal to offer that kind of coverage. At the same time, the policy owners obviously think they are going to get it, because this is what they have been promised by the insurance company.

Mr. Grundy: I agree there could still be an element of confusion in the minds of the public on some of these policies.

Mr. Handleman: I think it is more than that. In Ontario, there should be a definite rider, imprinted by rubber stamp or some

other way, telling people that their medical coverage only covers things like cosmetic surgery which are not obtainable under OHIP, but that it doesn't cover additional charges over and above the schedule that OHIP pays.

Mr. Grundy: Do you want to comment further on that, Mr. Thompson?

Mr. M. A. Thompson (Deputy Superintendent of Insurance): Well, sir, in connection with the automobile policy I will say that there is an exclusion that endeavours to cover the situation. It is most difficult because there are cases in which people may not be eligible for Ontario hospitalization benefits or things along that line which are covered under the government plan. In that case, the insurer is fully liable if there is no eligibility; there is a double test in these cases. Granted, I think some work can be done to improve the wording of a lot of these contracts.

Mr. Handleman: May I ask your interpretation of the situation I outlined to you? OHIP has a maximum, as I recall, of \$100 in benefits for chiropractic treatments. Without commenting on the ethics involved, say the chiropractor says you need 50 treatments; after the first 20, would the insurer then be responsible for all payments? Because there would be no more benefits obtainable under OHIP.

Mr. Thompson: No, I wouldn't think so.

Mr. Handleman: The insurer is not responsible under those circumstances?

Mr. Thompson: No, I would not think so. If there was an eligibility for all the payments—

Mr. Handleman: There isn't any. After the first 20 treatments there are no longer any benefits available to the insured.

Mr. Thompson: There is an area—and this is an area that is really not under the Insurance Act—as to whether it is certified by a medical practitioner; if it is certified, then it should properly be billed to OHIP.

Mr. Handleman: But OHIP will not pay more than the first 20 treatments.

Mr. Shulman: It's a first-rate frustration.

Mr. Handleman: Do you mean the insured in this situation has paid a premium—and, really, you pay premiums for this kind of catastrophe. This is exactly why you take it.

Mr. R. Gisborn (Hamilton East): There is a compulsory \$9 premium for nothing.

Mr. Handleman: The premium on this is \$2. It is a very low premium.

Mr. Shulman: With little or no benefits.

Mr. Handleman: Practically none.

Mr. MacDonald: Do you review all the contracts?

Mr. Thompson: Not every contract in Ontario. We couldn't do that. We have the power under the Act to call in any contract for review.

Mr. MacDonald: In a case like this, would you not call it in?

Mr. Thompson: Yes, I think we would.

Mr. Handleman: Well, sir, I sent it in along with an inquiry. I asked two questions. First, is the contract itself not an invalid contract because it doesn't contain the rider saying they can't pay these things? Second is the question of the chiropractic treatment, which is of far more consequence to my particular constituent.

An hon. member: Yes.

Mr. Handleman: I haven't had a reply yet but I am assuming I am going to get one.

Mr. Shulman: How long ago did you send it in?

Mr. Handleman: It's at least three or four weeks.

Mr. E. W. Martel (Sudbury East): In the fullness of time.

Madam Chairman: Mr. Nixon.

Mr. R. F. Nixon: Madam Chairman, I would just suggest—actually, I suppose, on a point of order to the minister—that since we are discussing item 2 under vote 1102, which includes the insurance industry and its control, the trust and loan corporations, and the pension benefits legislation, if the minister is giving some advice to the Management Board on setting up these estimates again, it would be helpful if the items were dispersed a trifle. I just make that suggestion. I have made it on other occasions.

I think there are a number of very important matters for discussion, and also for supervision and expenditure, which could be listed separately under item 2, vote 1102. So to get back to the point—

Hon. Mr. Winkler: I share that view.

Mr. R. F. Nixon: —following up this matter on the review of contracts, there have been some intensive selling jobs for mail-order-style insurance, particularly income maintenance benefits. I should be able to name the company but it has slipped my mind—

Mr. Martel: For 25 cents, it is Laurier.

Mr. R. F. Nixon: Laurier; yes. I felt like sending the money in, to tell you the truth, when I saw the name, and I suppose there would be a lot of old-fashioned people say "It has to be good." The next company is going to be Trudeau Insurance and they will just sweep the country! But strangely enough, this one that drew my attention more than any other was being pushed on radio and television and in all sorts of expensive four-colour inserts in the weekly papers by that television guy—

Mr. B. Newman: Linkletter.

Mr. R. F. Nixon: —Art Linkletter. The expense of that programme must have been extremely high. Maybe I was a little sensitive to the cost of advertising programmes at the time, but you could just see this. It probably surpassed even some of the major programmes that we had observed over previous months, which meant that it had to be at least a \$5 million programme. It was the sort of thing where you get the first month's coverage free and I don't know what else you get but there it all was—

Mr. Martel: For two bits or a quarter.

Mr. R. F. Nixon: —for a quarter or something like that. This is surely the sort of thing about which I would sit back and breathe a sigh and say "Well, Eric, is looking after this." He must, as soon as he saw this, have sent it over to the Superintendent of Insurance and said "Is this all right?"

When the gentleman said they don't review all contracts, you get the feeling, how could they review every contract that's issued and the sort of special riders that are put in for special circumstances? Yet I would suggest that certainly the basic contracts of the type that are sold this way, whether they are numerous or not—and I would suggest they might not be very numerous—would have to be carefully reviewed.

An hon. member: They are.

Mr. R. F. Nixon: It is just a licence to steal if this sort of thing goes out—particularly with the clause of the type that Mr. Shulman was talking about, that it is void if they choose not to accept your premium or something like that.

Really, this has got to be the responsibility of the minister and the people who are responsible to him. I hope we can have the assurance that in the expansion of this department—and I say again we would support its expansion as far as personnel is concerned—we can rely on the fact that there are not going to be fly-by-night propositions pushed through the advertising-campaign types of proposals that the people of Ontario seem to be so gullible in relation to.

Hon. Mr. Winkler: Let me say that although your words evoked a little laughter, they are truer than you know. I think the thrust of your words was in the phrase “at that time,” because certainly “at that time” was probably the same time when I called those people in. I don’t think you have seen that ad recently, and it was as a result of our action and we will continue in this regard.

Mr. R. F. Nixon: Tell me about it. Is that where the insurance issued under that programme was cancelled, the premiums refunded, or what? I mean, is there something the matter with that programme?

Hon. Mr. Winkler: When I got beyond the point of calling them in and speaking to them, I turned them over to the superintendent and I let him carry on.

Mr. Grundy: We had already dealt with the matter of the nature of the advertising. We had looked at the contract, and the underlying contract itself was not a bad document. I quite agree that the advertising which initially appeared was lurid, if you like, and certainly overwhelming in its volume. It blanketed the whole country from coast to coast; every paper and everything you picked up had one of these things in it, largely sponsored and initiated by action coming from the United States through companies with an interest in reinsurance.

We stepped into the picture at a very early stage. We put into operation a set of guidelines which weren’t completely original with us. We had worked closely with the commissioners in the United States and were able to develop to our own use a set of guidelines which they had in effect in some states to cover this type of mass ad-

vertising for these accident and sickness policies.

I think you will find Laurier’s later advertising attempts, if you examine them, were certainly very much modified and not misleading with the exclusions properly set out in proper perspective. As a matter of fact, you haven’t seen very much lately at all.

Furthermore, we worked in collaboration with the federal authorities from the standpoint of the companies’ ability to handle this type of coverage and certain adjustments were made there.

Mr. R. F. Nixon: But you didn’t find anything wrong with the insurance that was offered, other than that you felt the advertising programme was a bit of oversell?

Mr. Grundy: This was our great concern—the fact that people might be misled. On the other hand, it did offer insurance opportunities which were just not available at that age group anywhere else. It had some good values, provided it was properly presented.

Mr. R. F. Nixon: With your permission, Madam Chairman, I would like to ask a question or two on the matter raised by Mr. Newman on the pension benefits legislation. There is the matter of giving approval to a programme, particularly if it is a change in programme from one that is fully insured—in other words one that is backed by an insurance company—to one that is on an investment basis. You can take a certified programme and examine a request to change the base of the pension benefits and certify it, can you not, when a company chooses to change the base of its programme?

Mr. Bentley: Yes, it can be done. If everything is properly drawn up.

Mr. R. F. Nixon: Right. The reason I ask is that it has been brought to my attention at least on one occasion that there was a request for an approval not of a new programme, but a changed programme of this type. There was a delay, evidently, of about nine months, during which period of time no payments could be made to anyone retiring. There was a complaint brought to my attention that this delay was inconvenient and they wondered what the justification would be for a nine-month delay?

Mr. Bentley: I am not aware of any that would be held up for nine months, provided the documentation is properly drawn up; in other words the trust indentures, all of the other documents that are required, the amend-

ment itself, are properly drawn up, and that there is recognition of continuity of service between the prior plan and the new plan. All of these things must be properly established under the terms of the plan. The proper funding arrangements must be under the trust indentures—all of these things must be in accordance with the requirements of the Act. Normally, once the documents are in, this takes a matter of days for us to examine it and give approval.

In this particular case, sir, there is also one other possibility. I am not trying to say that we are faultless in this, but the Department of National Revenue is involved in these changes and there may be some area with the Department of National Revenue in Ottawa that has caused some difficulty. This does happen periodically.

Mr. R. F. Nixon: You are not aware of any complaints directed toward your office of any undue delay, and you are not asking for any additional staff because of that pressure?

Mr. Bentley: No, normally we can handle things within 30 days.

Mr. R. F. Nixon: That sounds as if it is satisfactory.

Mr. Bentley: I would like to know, though, if there is a nine-month delay, and if it is our fault. I certainly would like to know.

Mr. R. F. Nixon: If you will permit me I will bring it to your attention privately, because this was an instance where the complaint had been made and I would be glad to discuss it with you further.

Mr. Bentley: I'd be very pleased to help.

Mr. R. F. Nixon: Right. There is just one other matter. I can remember that when the legislation was brought forward about the portability of pensions, there was the feeling that a person could change jobs fairly regularly as long as he was working for an institution which had an approved pension plan. Even though the bases changed somewhat, credit in a portable pension would be listed and kept track of by the pension commission or the branch in the department here. So the individual concerned would have the right to change jobs perhaps a number of times, and over a period of 20 years or perhaps longer, build up an equity in a pension plan almost as good as if he played his cards carefully and stayed with one job during the whole period of time.

In this one of the advantages in what we used to call the Ontario portable pension programme? I think that was the 1963 election.

Mr. Bentley: I don't like to play on words, sir, but portability and preservation of pension entitlements are really one and the same thing. Portability—and may I deal with this on a philosophical basis, sir—unfortunately almost means, or has the connotation, that you can put your entitlement in your hip pocket and walk away with it and it follows you along.

Mr. R. F. Nixon: Or that it's in a file that you take care of.

Mr. Bentley: Yes, or that somebody takes care of.

Preservation of pension entitlement means really the same thing. When a person terminates his employment prior to retirement age and qualifies for a vested entitlement, that entitlement is secured for him either by the insurance company with which the pension plan may be carried, or by the trust company, or it can be transferred to a registered retirement savings programme provided the registered retirement savings programme meets the requirement of the Pension Benefits Act with respect to holding that benefit for the use of that individual. There are a number of pieces of machinery that can be used to provide the portability and certainly at this moment it doesn't seem that there is a need to recommend to the government to provide an agency of government to gather all of these loose pieces together.

Mr. R. F. Nixon: Although the Act specifically provides for that if you choose so to do. Is that not so?

Mr. Bentley: That is correct.

Mr. R. F. Nixon: Wouldn't it be a convenience to the many people who do change jobs—since we are often told by the Ministry of Labour and others that people have to be prepared to be flexible and move with the times and the requirements—wouldn't it be an advantage if the individual, when he does retire, would not receive his pension in dribs and drabs from a variety of corporate sources or individual sources, even though all of them might have been controlled by this branch? Wouldn't it be worthwhile to establish such an agency to hold the equity on behalf of the individuals? Would this be such a big thing?

Mr. Bentley: There are a number of implications, sir, that are involved. First of all, I'm talking of the situation as it is now, not

as it may be in a number of years from now when benefits have had a much longer period in which to accrue and so become more sizable. But at the moment there are a lot of dribs and drabs, this is correct.

I think the cost of bringing this together under one agency might be rather prohibitive. I think it is more logical that we have a central pension agency, and again I am going to a philosophical discussion, which would be something established by the various jurisdictions in Canada that presently have this kind of legislation, or any jurisdiction which may enact this kind of legislation in the future.

This is something that is being discussed with representatives of the other provinces—the Provinces of Alberta, Saskatchewan and Quebec and the federal government—but it hasn't come as a recommendation from the various commissions and boards to our respective governments as yet, because in our experience there doesn't seem to be the need to establish this at the present time.

Mr. R. F. Nixon: Just to pursue it one step further: The Pension Benefits Act does provide, as the gentleman has said, for the establishment of an agency for the purpose of receiving, holding and dispersing the benefits. One of the benefits that would accrue to government and to the taxpayers in general, would be that when you get all these dribs and drabs together it would form a fund which might be as big as the province's share of the Canada Pension Plan, which would then be available to the consolidated revenue fund for all of the things that these people from time to time have in mind.

I think that is one of the benefits that would accrue to government and to the people in general which should be considered. It would also provide the kind of convenience that the Canada Pension Plan, on the broad base for everybody, is designed to give on a basis of convenience and as a basis of right.

I would hope that the minister would give that a little consideration, maybe for a long-range programme. Frankly, I think if the Treasurer (Mr. McKeough) ever thought of that we would have it tomorrow.

Hon. Mr. Winkler: I like the thought that you present because I think it might even be a solution of the problem that you raised a little earlier—in other words, the fund being over the proper period of time to grant security to the individual who thinks he has a built-up pension and may not have because

of a situation which develops. In other words, it could be more closely controlled for the security of the individual, who is the employee of the plant for a lengthy period of time.

Mr. R. F. Nixon: It would mean that the funds would be diverted—

Hon. Mr. Winkler: And the other very valuable suggestion is that the funds would be available to the government.

Mr. R. F. Nixon: There is just one other thing, since I have the floor. I look at the ads on the financial pages as I turn back—

Mr. Shulman: To the comics.

Mr. R. F. Nixon: No, not to the comics, to the reports of the Legislature that are back on those pages.

An hon. member: Yes, to the comics!

Interjections by hon. members.

Mr. R. F. Nixon: I see the trust companies vying with each other for these term deposits, and the interest rates are getting, once again, more and more spectacular. I remember not too many years ago when Prudential was offering 7½ per cent guaranteed investment securities. Remember that—7½ per cent? I remember my poor father shaking his head and saying, "Anybody who invests in that is asking for trouble because you just can't get 7½ per cent." As it turned out, he was right.

But now, you know, we don't think that way and it has to be eight or even 8½—I believe one of them was—for a five-year deposit certificate.

An hon. member: They'll be paying 10 this year.

Mr. R. F. Nixon: It is great to have this kind of competition and I am sure once again the minister has somebody there who keeps his eye on it. We have the federal deposit insurance and we had the provincial deposit insurance when we got into a mess with the trust companies there for a little while. Do we still have provincial deposit insurance?

Mr. F. J. Pillgrem (Deputy Minister): The Act is still, in effect, on our records but all of the companies which are covered under the provincial deposit insurance bill were moved under the federal Act.

Mr. R. F. Nixon: You recall the trust companies built their offices with the marble

in front and the clocks that turned around outside, advertising on one side the rate of interest that day and the time and the temperature—they had everything there; they are very impressive places and they all have impressive and confidence-inspiring names—but really there was a week or two when we just thought a couple of them were going to go down the drain, as well as Prudential.

We rushed in the legislation for deposit insurance provincially, because the federal people had to wait three or four days to get theirs going and we couldn't wait the three or four days, if you recall; we were that close. We don't need the provincial deposit insurance any more, but it is on the books and I am glad Mr. Pillgrem or somebody has kept it there, because you never know when we may have to trot that out again.

The fact is that once again the competition among trust companies is pushing those interest rates up. It is very attractive; I think it is a good thing. But what sort of responsibility does the government take in this matter?

Mr. Grundy: This is part of our overall responsibility in examining loan and trust companies. Actually, these interest rates—I think if we charted them over the last two or three years, you would find that they have been fluctuating. They are high, because mortgage money is 9½ or 10 per cent. You will always find a variance, depending on whether it is five-year money and the size of the loan and that sort of thing; or a spread of anywhere from one to two per cent in the borrowing rate and the lending rate. Certainly, loan companies and trust companies operating under the Loan and Trust Corporations Act are examined very carefully by us and by federal authorities.

Mr. R. F. Nixon: I suppose it's federal deposit insurance. A federal agency has the responsibility to see that the funds which are invested in these companies are reinvested in certain approved—

Mr. Grundy: So that there's proper liquidity; that there's a balance.

Mr. R. F. Nixon: Yes.

Mr. Grundy: This is laid out under the Act. Actually there are very strict requirements under the Act respecting liquidity; what they can borrow and—

Mr. R. F. Nixon: Our Act?

Mr. Grundy: Our Act is very much the same as the federal Act. The two of them

are very much alike. For the purposes of federal deposit insurance the federal government takes our examinations of provincially incorporated companies. We, in turn rely on the federal people for all federally incorporated trust and loan companies.

Mr. R. F. Nixon: Those days of emergency, you can guarantee, are a thing of the past?

Mr. Grundy: Let us hope so, but—

Mr. R. F. Nixon: You really thought they would have been after, what, 1932 or 1936, or after the Home Bank or something like that?

Mr. MacDonald: 1923?

Mr. R. F. Nixon: All right. That's all.

Mr. Gundy: We continue to be very watchful.

Mr. R. F. Nixon: Right.

Madam Chairman: Thank you, Mr. Nixon. Mr. Good.

Mr. E. R. Good (Waterloo North): Yes, Madam Chairman. I understand the cemetery advisory committee is under this vote—financial institutions—according to Mr. Pillgrem. I'm sure Mr. McAlister would feel slighted if someone didn't say a word or two about the cemetery advisory committee.

Mr. R. F. Nixon: That's under stuffed objects.

Mr. Good: It's amazing to me that it's under financial institutions, because I always thought you couldn't take it with you.

First of all, the perpetual care funds of a cemetery, I think, rightfully, belong here under the same organization that looks after other trust funds and consumer protection relations. I often wonder why the Prearranged Funeral Services Act is not under this department, instead of under the Attorney General's department, because more and more this Act is dealing with larger and larger quantities of trust funds which are inspected annually by another department of government. I would think that all trust funds—the two relating to cemeteries and the Prearranged Funeral Services Act—could very well be in the same group as far as inspection goes.

A few words regarding the cemetery advisory committee. I would like to say, Madam Chairman, that in my view it's not an ad-

visory committee. Is it still known, Mr. McAlister, as the cemetery advisory committee?

Mr. J. R. McAlister (Officer in Charge, Cemeteries Branch): I am sorry, Mr. Good.

Mr. Good: Yes. I often wonder who you're advising. I think you act quite arbitrarily and independently and lay down the law. I look on it in that regard myself.

Regarding rehabilitation of old cemeteries, I think within the Province of Ontario there is legislation requiring municipalities to maintain them after they have been rehabilitated. I think something more aggressive should be done regarding the provision of funds to rehabilitate some of our pioneer cemeteries—the landmarks on the back country roads which, once they are brought back to a certain standard, the municipalities then are obliged to maintain. Until such time as funds are provided or provision made whereby municipalities must rehabilitate them, I think many of them are continuing in a state of rack and ruin.

The main burden of my remarks is simply this; that I do not understand why the cemetery advisory committee should exercise such complete control over the establishment of rates within cemeteries, most of which are municipally operated. The municipalities across our province are so geared and are so administered by competent administrators, in the majority of cases, to deal with millions of dollars of taxpayers' moneys in other regards, but when it comes to the point of raising an opening fee \$10 or \$15, or a sale of a lot price by \$15 or \$25, or adjusting anything relating to their cemetery, they have to apply for approval. In no other avenue of municipal operation is such complete and utter control kept by government as in the operation of a cemetery.

I can understand, in the establishment of a cemetery, the need for control over such things which in my mind would relate to the Ministry of Intergovernmental Affairs as far as zoning goes, drainage, the provision of services, lot lines and pathways and roadways and that sort of thing. But when it comes to the rate structure within a municipal cemetery I don't see why this department and this cemetery advisory committee should have such complete and utter control over it.

When it comes to the service to the public, this is where I think the cemetery advisory committee should exercise some control. They claim that they have no control over such things as to the hours that a cemetery must

remain open for funeral service and what days of the week it may close and what days it may not close. They simply say, "Well, if the union decides they are not going to work Saturday or Sunday that's just too bad for the public and the public has to get along with that type of service." In my view they're emphasizing the wrong aspects of the cemetery operation.

I just interject this here so that Mr. McAlister doesn't feel slighted that his department gets by without hearing anything from someone.

Hon. Mr. Winkler: I'll answer to the first part of Mr. Good's question in regard to the Embalmers and Funeral Directors Act. I think you are quite right and I think it should—

Mr. Good: No, the Embalmers and Funeral Directors Act is under the Ministry of Health. I'm talking about the Prearranged Funeral Services Act, which is another Act completely.

Hon. Mr. Winkler: No matter what part of it you are speaking on, I think it is consistent with what we are dealing with here, and I think it should be here.

Mr. MacDonald: Was this missed by the COGP?

Hon. Mr. Winkler: I'm not sure. I'll have to examine that statement.

Mr. R. F. Nixon: Why don't you set up a task force?

Hon. Mr. Winkler: I'm sure that it won't be there.

Mr. MacDonald: Set up a task force.

Hon. Mr. Winkler: I won't do that either, but I'll let Mr. McAlister respond to the balance of it.

Mr. McAlister: Mr. Good, the cemeteries advisory board only advises the minister.

Mr. Good: Come on now!

Mr. McAlister: I'm not a member of the board. The board consists of three gentlemen who examine matters set before them either by the public or by cemetery operators or by the branch and in their examination they make recommendations to the minister.

So far as the rates are concerned, the only control over any rates in the cemetery are those exercised by our branch. If there were

not a filing—not an approval, but a filing—I think you would find that in a great many instances the charges would be exorbitant. It's not a competitive field. I didn't mean that as a pun. So far as the actual rates for lots are concerned, they are filed with us so that we can determine the amount that goes into trust for perpetual care.

The cemetery files a rate with us, and I think you are aware that the minimum rate is 35 per cent. Many cemeteries set aside higher proportions than 35 per cent, and we try to keep track and determine that the proper amounts are being set aside from every sale. These, as you know, are deposited with either the Public Trustee of Ontario or with a trust company, with one or two exceptions in religious organizations. Apart from that, that is the reason the rates are filed.

Now they are filed; they are not approved. If I don't agree with the rate and I can't negotiate a rate with the organization applying, the only recourse that I have is to ask the minister to disallow the rate, in which case he would probably ask that they make a representation to the cemeteries advisory board.

Mr. Good: One further comment I would like to make to the minister; that is, Mr. Minister, perhaps you could provide sufficient staff and funds so that the business of establishing perpetual care funds on a proper basis, which has been a very slow and tedious process in the rural and outlying cemeteries in the province, could be speeded up.

As it is now, an inspector from the cemetery department comes around and tells a rural cemetery board—and perhaps they don't have a clue what the man means when he says it—“Well, you should establish a perpetual care fund. Here is a copy of the Cemeteries Act. These are the regulations to which you should be adhering. We are patient people; we don't expect you to do this overnight, but get on with the job.” They take it to their church board meeting and they say, “Well, until they push us, we don't know, we'll go on the way we were.”

But there must be some follow-up. I have dealt with people in the rural areas who really need more of your advisory service for the simple reason that it is complicated legal procedure. In most instances, the moneys are there; they may be not in a proper perpetual care fund held in trust but they are up in the local bank in the nearest town which, by law, they could dip into any time they wish. In

most instances, I think they would be co-operative in setting up perpetual care funds.

If we are going to keep our cemeteries in the Province of Ontario in a good standard of care and in proper upkeep, in perpetuity for years to come, I think we have to speed up this establishment of perpetual care funds in the next year.

I appreciate the problem in Mr. McAlister's department, especially in the remote parts of the province. I do commend them for that part of their work, in that they don't go in and just tell them, “You've got to comply with the Act within a year or we are going to do something drastic,” because they are most co-operative and patient with the rural boards.

But I think it is a matter of more follow-up, more help from the department as to how they are going to accomplish what is supposed to be done. In many instances these people are not very expert in the financial aspects of running a cemetery.

Hon. Mr. Winkler: Without divulging everything, I think the hon. member will be very happy with the amendments to the Act that we will produce fairly soon.

Mr. R. F. Nixon: Tomorrow morning?

Hon. Mr. Winkler: No, I don't expect you to do it in the balance of this week.

Mr. Good: Maybe you'd like to make me a member of the advisory committee to look at the amendments before you put them before the House.

Mr. R. F. Nixon: That is an excellent suggestion.

Hon. Mr. Winkler: I will, as soon as you decide that you have finished with your political career.

Interjections by hon. members.

Madam Chairman: Mr. Shulman.

Mr. R. F. Nixon: You'll be gone before he is.

Hon. Mr. Winkler: I'd take a few bets on that one.

Madam Chairman: Mr. Shulman.

Mr. V. M. Singer (Downsview): Getting lazy on the job.

Mr. Shulman: Mr. McAlister, what is your title—where has he gone? He disappears.

What is Mr. McAlister's title? I didn't realize there was a director of cemeteries in your department.

Mr. McAlister: I am the officer in charge.

Mr. Shulman: Do you have a title?

Hon. Mr. Winkler: All you have to do is read the chart.

Mr. Drea: Where else?

Mr. Shulman: Officer in charge of cemeteries?

Mr. MacAlister: Yes.

Mr. Shulman: Since we are talking about cemeteries, let me say to the minister, for the past five years I have been recommending in these estimates that you make a little amendment in the Cemeteries Act to save some duplication and prevent some waste of money, and I'll try again.

In the Cemeteries Act you have a section which says that in every case of cremation, a coroner must go out and do an investigation, but in approximately 40 per cent of the cremations, a coroner has already done an investigation. This has been interpreted to mean that a coroner has to investigate again. Either the same or another coroner thus goes out and repeats his investigation, which is sheer waste of money.

You could correct this very easily by changing the wording of the Act, and say, "in case of cremation, a coroner must go out and do an investigation unless a coroner has already done an investigation." I tried it on previous ministers. I guess you're the fourth, so let's try it on you. What do you think of that?

Hon. Mr. Winkler: Well, I—

Mr. R. F. Nixon: Take it under advisement.

Hon. Mr. Winkler: I can't see any objection. I'll allow the director to respond to that. I am not aware of this provision, mind you. Do you want to speak to that?

Mr. McAlister: Actually, sir, I don't believe that this amendment comes under our Act.

Mr. Shulman: It's in the Cemeteries Act.

Mr. McAlister: The provision in the Cemeteries Act is simply to have a certificate from a coroner, but the fees for coroners and the control of coroners is under Dr. Cotnam.

Mr. Shulman: I believe that's the name.

Interjections by hon. members.

Mr. McAlister: I don't see that any amendment to our Act would really control what you are trying to do. I think it would have to come under the Coroners Act so that the fees are specifically set out and the instructions to the coroners are specifically set out in their Act, because that is the Act they work under—not under ours.

Mr. Shulman: I guess you probably didn't hear but we have a model Coroners Act in Ontario which was brought in here a few weeks ago. The minister himself said it was a model Act, so we must not doubt that.

Mr. Roy: Getting better all the time, make a few—

Mr. Shulman: But he says, or at least his predecessor said, that this was under the Cemeteries Act. Your predecessor agreed that, inasmuch as it came under the Cemeteries Act, the Cemeteries Act should have the exemption; that if the case had already been investigated by a coroner this certificate should not be necessary. Now the gentleman over on the other side says it is the Cemeteries Act and I surely wouldn't want to argue with him.

Mr. McAlister: I agree with you up to a point. There has to be a certificate by a coroner, otherwise the operator of the crematorium is not in a position to know whether or not he can legally carry out a cremation. The process of getting the certificate, I think, rests with the Coroners Act.

Mr. Shulman: There is nothing in the Coroners Act about it. Not a word. It is all in the Cemeteries Act.

Mr. McAlister: The fees are under the Coroners Act.

Mr. Shulman: No, there is not a word about charging a fee for cremation in the Coroners Act. Not a word. In fact, because there is no word about it the family has to pay it.

Mr. McAlister: I realize that, and I think this is only fair, if the family are asking for the service.

Mr. Shulman: I wouldn't argue that.

Hon. Mr. Winkler: Let me assure the member that I'm neither a coroner nor a mortician, but I'll try to straighten the matter out.

Mr. Shulman: Okay. All right.

Madam Chairman: Mr. Gisborn.

Mr. Shulman: No, wait a minute!

Madam Chairman: I'm sorry.

Mr. Shulman: Since we are on cemeteries—do you have any regulations about stacking bodies in graves? Is there a limit to the grave?

Mr. McAlister: No, sir, there is no limit.

Mr. Drea: Straight up!

Mr. McAlister: Straight up. The Act requires three feet of covering.

Mr. Shulman: What bothers me is that I discovered to my surprise that some of the cemeteries were crowding the graves a little, with as many as eight or 10 people in one grave, sort of up the row.

Mr. R. F. Nixon: Do they keep taking them off the bottom?

Mr. McAlister: The greatest number that I know of in Ontario is five, and there is still three feet of cover over the top.

Mr. R. F. Nixon: The low man is—

Mr. Roy: It's not required to have three feet between each?

Mr. McAlister: No.

Mr. Shulman: Shouldn't there be—I don't mention it as a matter of great importance, but it appears to me that perhaps there should be a limited number of people in each grave.

Mr. Gisborn: What happened to the "six feet down" myth?

Mr. Shulman: Would you agree with me?

Mr. McAlister: I don't think so.

Mr. Shulman: All right. That is all I wanted to ask about graves.

I would like to ask something about insurance. What about Mutual of Omaha? What are you going to do about this company?

Mr. Grundy: As I suggested, sir, we had, I think prior to your coming into the picture, discussed this whole matter. As I intimated a few minutes ago it was at our urging after discussion with us that they decided to revise or revamp their offerings in order to produce contracts with meaningful bene-

fits: This contract being offered to your client is apparently one of the results of that.

Mr. Shulman: I am not too concerned with what they are offering. I am concerned with what they are cancelling. How can they get away with this, cancelling policies which people have been paying into for 30 years under the premise it is non-cancellable?

Mr. Grundy: It means very little to cancel something of no value. I think they are doing her a favour.

Mr. Shulman: Wait a minute. I have got the policy here and it is not of no value if she gets sick.

Mr. Grundy: Of very little comparative value.

Mr. Shulman: It pays \$50 a month for sickness or for accident. She has been paying all these years and never had a claim and suddenly boom—she is being cut off now that she is 78 years of age. This policy says it has a non-cancellable feature. I would like to know how they can cancel a non-cancellable policy when the woman wants to continue it?

Mr. R. F. Nixon: They don't accept her premium.

Mr. Grundy: Murray, you carried out these discussions. Would you care to go into any detail?

Mr. Thompson: I should try to explain that in our review of it, the policy contains the benefit for confining illness, as you state, but reading it carefully and also bearing in mind it is a policy issued in the 1940s, it necessitates total disability and total loss of time. The policy is the type that was sold to a wage earner.

Mr. Shulman: That's not quite right. It also says "her partial loss of time"—

Mr. Thompson: Yes, there's a modified benefit, but the point in issue, I think, is that with these policies which were sold in the 1930s and 1940s, as time went on, a number of people continued to pay their premiums, the association continued to accept them, and it also continued to pay the benefits, but it was obvious that the people had become retired and really the association could have objected to paying the claim on the basis there was really no total loss of earning time or earning power, which is what they were designed to provide the coverage

for. Looking at it as a legal document, they were, in effect, paying claims that they didn't necessarily, legally, have to.

The other point, too, is that on some of these policies there were coverages for medical attendance, etc., for which there was really no payment for which they were entitled.

Mr. Shulman: Mr. Thompson, this is a life insurance policy in addition. It's worth \$1,250 if this aged lady dies, for which she's paying \$30 a year, which is very cheap insurance for someone that age.

Mr. Thompson: Yes, it is.

Mr. Shulman: It doesn't matter how you cut this cheese, after paying all these years she finally is in a position where she is paying very little for a lot. She has a good policy as a result of paying for years, and they come in and say they are cancelling it. It's a non-cancellable policy. Are you saying you're not going to do anything about it?

Mr. Thompson: Let's go back and say it's not a life insurance contract; it's an accident policy; it pays benefits on accidental death—

Mr. Shulman: Pardon me? Accidental death and illness only for disability, yes.

Mr. Thompson: Yes. It's a limited coverage that was provided at very low cost.

Mr. Grundy: The older one gets, the less chance you have of getting into an accident, as a rule.

Mr. Shulman: Yes. She still has the sickness part of it, though?

Mr. Thompson: Yes.

Mr. Shulman: It doesn't say anything about loss of time from work, just straight sickness.

Mr. Thompson: It's not a form of policy, I don't think, that anyone would endorse today.

Mr. Shulman: No, I agree with you. But on the other hand, a 79-year-old woman is going to have trouble getting any policy at this age.

Mr. Thompson: It's in existence and has been for a long time. Our point in the matter was that the coverage—which was a limited coverage in the first instance for a small premium—has now become exceeding-

ly limited. They should offer an alternative plan of insurance, not deprive these people of the insurance they've been paying for—or even perhaps thought they had. If they intend to exercise a right like this, they should make an offer to continue to keep these people insured.

Mr. Shulman: What are they offering to people over 70?

Mr. Thompson: There are a number of plans that they were offering and I understand that the company endeavoured to set out a brief outline of it in their reply to you.

Mr. Shulman: No, they didn't. I've got their reply right here and all they say is: "We will be writing Miss Kennedy to inform her of a new policy for those over 70 years of age, which incidentally, has been filed with the department of insurance." There's not a word of what that policy contains, or what the premium is.

Mr. Thompson: The copy of the letter I have says in the last paragraph: "An outline of the plan is enclosed."

Mr. Shulman: No. I have an ad here from Mutual of Omaha. I guess this is what it is.

Mr. Grundy: Is your letter dated June 15, to "the Hon. Morton Shulman, MD"? I think we have a copy of the same thing.

Mr. Roy: Did you frame it?

Mr. Grundy: The last paragraph does indicate that an outline of the plan was enclosed.

Mr. Shulman: I will go through this file a little further in a moment.

Before I leave insurance, I want to ask you, Mr. Minister, about the provisions of the anti-twisting law. We have had occasion to discuss this before, and I suggest either you should repeal the law or enforce it. I know of at least one person who has got up and contravened your law and has recommended that persons cancel their whole life policies and buy term insurance with other companies. He has done that in and out of the Legislature, and yet for some reason you won't lay a charge. Either you are going to enforce your law—which I think is a very bad law—or else withdraw it, because it is a bad law. You can't decide you are going to enforce the law for some persons and not for others.

Hon. Mr. Winkler: I don't want you to say that it is the same old answer but—

Mr. Shulman: Well, give me a different one.

Hon. Mr. Winkler: I know, I'm not. We are cognizant of the problem and we are about to bring forth some authoritative changes which I think will assist in clarifying the very point that you raise.

Mr. Shulman: You say you are about to?

Hon. Mr. Winkler: Yes, clarifying the regulations in this regard.

Mr. Shulman: When will that be?

Hon. Mr. Winkler: It's not a matter that I can make a definitive decision on, but it won't be long.

Mr. Shulman: I see. Can you give me some indication? Will giving this type of advice cease to be an offence?

Hon. Mr. Winkler: I think not. We will simply do it to clarify the matter as far as the individual is concerned.

Mr. Shulman: I'm sorry, Mr. Minister. I just don't understand what you are saying.

Hon. Mr. Winkler: I think it is premature, as I said, for me to be very definitive here this evening, but I think within a very short period of time this matter will be clarified for you, and it's a matter that you have raised this evening.

Mr. Shulman: Well, all right.

Hon. Mr. Winkler: It's a policy situation.

Mr. Shulman: Leaving policy aside for a moment, can you give me your opinion, or are you in a position to do that?

Hon. Mr. Winkler: No, I can't. Otherwise I'd be tipping my hand.

Mr. Shulman: All right. I'll leave it go for the moment.

Mr. R. F. Nixon: He plays it very close to his chest.

Hon. Mr. Winkler: You have to with some people.

Mr. Shulman: Mr. Minister, is it true that all life insurance policies no matter which company you buy from basically cost the same amount of money—presuming they are the same type of insurance; let's say whole life insurance? If you were to buy from Metropolitan or Prudential would it cost you the same thing?

Hon. Mr. Winkler: I can't answer that. Mr. Grundy?

Mr. Grundy: I'm sorry, I didn't quite get that.

Mr. Shulman: Is there any competition in life insurance? I don't mean between types of policies—if you were buying the same policy.

Mr. Grundy: Rates and returns?

Mr. Shulman: Yes. The same policy from two different companies—would it cost you the same thing or is there some competition?

Mr. Grundy: In my understanding there is quite a variation in the rates, depending on the individual company's expense experience, expense loading factors and investment experience.

Mr. Shulman: I see. In other words a person can be better off if he happens to buy from one company rather than another?

Mr. Grundy: Certainly it's not a flat rate across the board. They tend over a period of time, I would think, to even out. They have to, because they are similar products.

Mr. Shulman: You think they would even out over a period of time, do you? Has the department done any study on this?

Mr. Grundy: We haven't made any detailed studies of returns on life insurance policies as such, except to the extent that we have studied the matter carefully with respect to the required amount of reserves to be set up on the books to make sure of the company's financial stability, to ensure that it does acquire funds to pay off in the future.

Mr. Shulman: Are you aware if any other jurisdiction has done a study of the actual cost of insurance by various insurance companies? Shh. Don't give him any help.

Mr. Grundy: Yes, I believe there have been some in the United States.

Mr. Shulman: What did they show?

Mr. Grundy: I'm not an expert on this—

Mr. Shulman: I thought you were the expert who was here tonight.

Mr. Grundy: I assure you I'm not the expert on—

Mr. Shulman: Let me tell you—

Mr. Grundy: I'm an administrator but I think I have some experts on my staff.

Mr. Shulman: The superintendent of insurance in Pennsylvania became rather suspicious—

Mr. Grundy: Mr. Dennenberg?

Mr. Shulman: Yes, Mr. Dennenberg—became rather suspicious that the people in his state were being taken by insurance companies. They did a study of some 151 life insurance companies doing business in that state to find the true cost of insurance. You can't get the true cost just by looking at the rate, because there are other factors that come in: Cash surrender values, dividends, things of this nature. They took all the factors into account and they found, to their amazement, that the cost of insurance at any given age doesn't even out. It varied by as much as 170 per cent.

Despite the tremendous pressures that were put on the department of insurance in Pennsylvania by the insurance companies, they've published this. It's a little booklet, about so big and it's got 151 insurance companies with the cost at age 21, 31 and 51 of insurance per thousand. The discrepancy is incredible. The variation by well-known companies is quite overwhelming. Many of these companies do not sell insurance in Ontario. Many of them do. I found my old favourite, Allstate, is one of the highest, for example. The highest cost company to buy insurance from.

What I am suggesting to the minister—because now it comes to a matter of policy, and I don't expect he'll do it, but I'm going to ask him—is that I think the people of Ontario have a right to know what they are buying and how much it is costing them. I'm sure you would agree with me if I were talking about cans of tomato sauce.

An hon. member: Ten cents a cup.

Mr. Shulman: Prices should be clearly marked, as they now are becoming. We're talking about unit pricing on many things. The only place where the public have no way of really comparing, because of the complexity of what they're buying, is in life insurance. I'm asking the minister if he would be willing to have his Superintendent of Insurance prepare a study similar to the one that was done in Pennsylvania and make it public?

Hon. Mr. Winkler: I have no hesitation in suggesting that I agree with the request. I will examine the ramifications of implementing such a study.

Mr. Shulman: I'm sorry—you will examine the ramifications of it and—?

Hon. Mr. Winkler: And implementing such a study.

Mr. Shulman: And let me know, is that what you said?

Hon. Mr. Winkler: Let the whole province know.

Mr. Shulman: I see. Will you do it?

Hon. Mr. Winkler: I said I'm going to examine the possibilities of doing that.

Mr. Shulman: Let me make a prediction here, Madam Chairman, it will be examined, but it will never appear.

Madam Chairman: Mr. Minister, perhaps this might be a good opportunity to adjourn for a short coffee break?

Mr. Shulman: I would like to ask the minister about credit bureau bulletins. I am sure he has seen these. These are delightful little books that are sent around Ontario for a relatively small fee, in which you can find the lists of all your friends who haven't paid their bills.

I want to know if these are legal, and if they are legal, should they be legal, and what are you doing about them? This particular one is called the Credit Bureau Bulletin, put out by the Western Ontario Credit Bureau, 21 Market Place, Stratford, Ont. As we open it up we find a long list of people who have been sued, the amount they were sued for—

An hon. member: What vote is that under?

Mr. Pillgrem: The item at the bottom of that section.

Madam Chairman: That is under item 5, Mr. Shulman.

Mr. Shulman: Do you want me to hold it for item 5?

An hon. member: Financial affairs.

Mr. Shulman: I thought this was a financial institution. Is this not a financial institution?

An hon. member: Not quite. It is a reporting agency.

Mr. Shulman: Isn't the Western Ontario Credit Bureau a financial institution?

Mr. Pillgrem: It is a collection agency.

Mr. Shulman: No, it is not a collection agency. It is a financial institution selling lists of people who have been sued.

Mr. Pillgrem: There is no legislation, Mr. Minister, having to do with credit bureaus per se; only such credit bureaus which are at the same time collection agencies and the collection agency portion of the credit bureau is licensed by our department.

Mr. Shulman: Is there no way of controlling this sort of thing? Because look at it—I open it up here and as I get past some of these long and familiar names, I come to a page here which says:

ERROR—SPECIAL NOTICE

In our last bulletin we were given one wrong item of information in our list of judgements from the Goderich court. The item Imperial Oil Ltd. and Fred Larson, \$400. Mr. Larson was sued in error and the case was dropped. He had no account with Imperial Oil Ltd. Would you please amend your records. Our sincere apologies go out to Mr. Larson for this error.

(signed) D. W. Bestey.

In the meantime, poor Mr. Larson has had some thousands of these damn things sent around the province and I can imagine he might be a little upset.

Hon. Mr. Winkler: Doesn't this more properly come up under commercial affairs if we are discussing it?

Mr. Pillgrem: That is where the legislation would be.

Mr. Shulman: If there was any, but there isn't.

Hon. Mr. Winkler: Hold your horses. Wait until we get to number 5 and we will talk about it.

Mr. Shulman: I have already asked so why don't you give me an answer so I won't have to say it twice?

Hon. Mr. Winkler: I think that possibly here again in the reporting legislation that is going to come before us we may include this sort of thing, you have heard from my deputy, it is not covered so that if it is going to be done, that's where it will be done.

Mr. Shulman: If it is going to be done, that's where it will be done?

Hon. Mr. Winkler: That's where it will be done, in the credit reporting legislation.

Mr. Shulman: Is it going to be done?

Hon. Mr. Winkler: There will be legislation coming forth, as I have promised the House already.

Madam Chairman: Any further questions on item 2? Mr. Gisborn?

Mr. Shulman: Just one final question: Purchasing of properties in northern Ontario for resale to the American Fish; what vote does that come under?

Hon. Mr. Winkler: What is the heading of that bulletin?

Mr. Shulman: Properties wanted.

Hon. Mr. Winkler: Commercial affairs, I guess that is.

Mr. Shulman: Okay.

Madam Chairman: Item 5?

Hon. Mr. Winkler: Item 5.

Madam Chairman: Mr. Gisborn.

Mr. Gisborn: Thank you, Madam Chairman, I would like to get from the minister some idea of the influence, the persuasion or maybe the control the department of insurance exercises in regard to insurance premiums that would be considered atrociously exorbitant.

I haven't got the file with me, but I submitted a case to the Superintendent of Insurance—Mr. Grundy, I believe—and I received an answer that he was checking it out with the particular company, State Farm. The case, as I recollect without the file in front of me, was a young chap who had driven for some months under someone else's insurance, such as his father's. Then he bought his own car—or rather before he bought his car he applied for insurance coverage with State Farm, if I remember correctly, and the premiums came to something like \$1,150 a year.

I believe they were based on collision at \$250 every six months and something like \$335 or \$336 for \$300,000 public liability.

Can the minister give me any idea of what is the department's responsibility in other fields, rather than just making sure that insurance companies are solvent and they are funded to pay liabilities for a period of time?

Hon. Mr. Winkler: I gave a general answer to this in the House in the last few days—I don't recall exactly when—but since you

have got a specific case I'll give it to the superintendent. He will respond to that one.

Mr. Grundy: We do feel that we have a watching brief over these matters even though we do not strictly, under the Act, have responsibilities for rate control as such. The sections of the Act which might provide that power of rate control have been on the books for some 30 years or more and have not been proclaimed. I think their very existence serves as a deterrent.

In any event, we don't just sit back and say, "Well, we have no responsibility." We do, as we have in your particular case—and in any other cases that come to our attention either, through our own examination or which are brought to our attention by the public—make it our business to inquire into the matter.

As you point out, certainly one of our fundamental responsibilities is to assure ourselves that rates are sufficient. There was a time, a number of years ago, when there was a very severe rash of price-cutting, so much so that the financial stability of some of the companies was threatened. That gave rise to certain sections of the Act, such as 336(a) having to do with special rates for synthetic fleets of automobiles.

I do assure you that we watch rate matters carefully. We make it our business to be as fully informed as possible, to know as much as the industry knows about the statistical background and the factors which enter into the making of rates.

Mr. Gisborn: Madam Chairman, the answer indicates that the department would move in, I would think, on complaints of reduced rates where they were going to interfere with competition on the premium established rates. But I would like a little more information, if Mr. Grundy can recollect the specific case I referred to him, I think it was maybe four or five weeks ago. I anticipate that he has made some inquiries. His letter indicated they were going to check it out with State Farm, and find if this was the rate they quoted to this youngster, because he is just not going to drive a car. That is the decision he made.

Mr. Grundy: I think—

Mr. Gisborn: On that basis he just can't drive a car. He can't afford it because it costs him more for the insurance than it does for the automobile.

Mr. Grundy: I think it goes almost without saying that the boy must have a record of

convictions, as well as an accident record, because otherwise there would be no justification whatsoever for a very high rate such as that. That is among the highest I have ever heard of and there would have to be most unusual circumstances to warrant such action.

Mr. Gisborn: The reason I brought the case to the department's attention was that I very specifically asked if the wording contained in the letter to me was correct: that he had had no record, that he had a good driving record, that he had never had a ticket for any offence whatsoever. I phoned him back. I spoke to his father. I know his father personally and I said, "Is this legit? Is there anything that is wrong in what he has said?" He said, "Absolutely, that is the correct information." I checked the rates with him. I said, "These rates seem out of line. Is this correct? Is this for a year or six months?" He said, "No, that is the rate—six months; and for the year, \$1,150 plus." Can you recollect the letter you received from us?

Mr. Grundy: No, sir, I am sorry I cannot. Do you, Murray? Marshall Dawson, who is our automobile man and who takes personal charge of this type of inquiry, unfortunately is not here tonight, so I'll make it my business to check with him first thing in the morning and I will be back to you during the day tomorrow.

Hon. Mr. Winkler: I think we should also pay attention to the information that you have given us this evening in regard to his record. I think you should maybe resubmit the entire thing.

Mr. Gisborn: I assumed that the department, at my request, telling me they were going to check with State Farm to see what was wrong with these rates, would get that information. They would be told by State Farm that the chap has a record and this is what I want an answer on.

Mr. Grundy: It may well be on its way to you now, sir.

Mr. Gisborn: I might have the opportunity just to check on the validity of the information tomorrow in the estimates.

Mr. Grundy: We certainly will; we will check with the Ministry of Transport and Communications as well.

Mr. Gisborn: Fine.

Madam Chairman: Mr. Roy, you had a question?

Mr. Roy: Yes, Madam Chairman. It is dealing with automobile insurance. I notice, Mr. Grundy, that you were on such a committee looking into the aspects of compulsory automobile insurance in this province. I wondered what the position of your department is, Mr. Minister, in relation to that? I find it strange that although Ontario has been the province that has led in many fields, there are about five provinces now which have this type of compulsory insurance and I wonder why we don't have it here. I feel that we rely too heavily on the next item—the motor vehicle accident claims fund.

I wonder, is this something that is coming? There was an article in the *Globe and Mail*, an editorial, suggesting that it seemed to be government policy that this would be adopted, that you would have compulsory insurance, and secondly, compulsory no-fault.

Hon. Mr. Winkler: I would simply say to you that the last meeting which I attended considered this matter, and along with a number of other items in the insurance field, it is under immediate consideration now. If the superintendent wishes to say something further, I would ask him to take over.

Mr. Grundy: I don't think I need to add anything to that, sir. It is under consideration by the government. There are pros and cons. We have a very high percentage of owners already insured.

Mr. Roy: Yes. You have, what, about 95 per cent who are on a voluntary basis?

Mr. Grundy: Approximately that, but there are some four or five per cent who avail themselves of the easy out—the \$25 payment into the fund. On the other hand you might say, using your example of this very high rate that happens to be charged to teenagers, by compulsory insurance you may be forcing them into that, whereas they have the alternative now of paying \$25 into the fund and accepting the consequences if anything happens. That is, suspension of their licence.

Mr. Roy: Yes. You mention in your statement that there are pros and cons. Is that the only con that you can mention—the fact that maybe the insurance might be too high for teenagers?

Mr. Grundy: It is one area which has to be studied and I think as further information develops as to how the government would meet that—

Mr. Roy: Your fund has a maximum.

Madam Chairman, do we have to go up for this vote?

Madam Chairman: They will call us when it is time.

Mr. Roy: The fund has a maximum \$35,000 now, doesn't it?

Mr. Grundy: Fifty thousand dollars.

Mr. Roy: When was that?

Mr. Grundy: This was about two or three years ago.

Mr. Roy: Fifty thousand dollars? Well, I still feel that \$50,000 sometimes is not adequate. Our judgements are getting higher and higher all the time and people find themselves in a difficult position. I think we have got to accept the fact that driving a car is getting to be a privilege and that the insurance should go along with it, that there should be more protection.

Having said this, the second question I want to ask is: "Has it ever been considered to enact legislation to cover cases where you have an insurance company that effectively stalls paying off a judgement? You have some of these insurance companies that wait until you are at the courtroom door, so to speak, before settling a case. Has it ever been considered that they should pay interest at the going rate on that judgement they agreed to? Do you see what I mean?"

They may stall two or three years and you have a judgement for \$35,000 or \$45,000 or \$50,000 and they are playing with the interest during this period of time while they are supposedly negotiating. Some of them it is impossible to negotiate with; some insurance companies just issue a writ and you go to court. Has it ever been considered they should be charged interest?

This is an interesting problem, because I think it has been raised in jurisprudence and I don't know whether your department has ever considered maybe having a clause in there that these people should pay interest at the going rate on a judgement for the years they kept the individual waiting.

Hon. Mr. Winkler: I think that is a question which might properly be put to Mr. Gilchrist.

Mr. Grundy: Are you here, Hugh? Did you hear the question?

Mr. H. N. Gilchrist (Director, MVAC): Yes.

Mr. Pillgrem: Mr. Gilchrist is director of the motor vehicle accident claims fund.

Mr. Roy: He is a director of?

Mr. Grundy: Motor vehicle accident claims fund.

Mr. Roy: Well, I wasn't talking about the fund now. I am talking about the insurance companies. I am not talking about the fund; the fund is the next item, I understand.

Madam Chairman: Yes, it is.

Mr. Roy: I am talking about an insurance company. Insurance company X insures a driver who is liable in a serious motor vehicle accident. Damages run up to somewhere around \$50,000. You can't negotiate with them. We see it happen quite often—the process in Supreme Court especially, when you have got that sort of judgement and you are waiting—

Mr. Grundy: Wouldn't the court make that a part of the terms of the judgement?

Mr. Roy: No, apparently not unless it has been—

Mr. Thompson: I think you can certainly claim for interest on it, and interest in costs is entirely at the discretion of the judge at the trial. After judgement, the insurance companies are obliged under the Act to pay within 60 days—that is final judgement. It is really during this period in question when the matter is at issue. Up to the present time it is entirely within the judge's discretion.

Mr. Roy: I don't know whether it is.

Madam Chairman: Excuse me, Mr. Roy. I have been asked if the members will please speak into the microphones because the pages have left and there is no one to move them up. Would you kindly speak into the microphone?

Mr. Roy: Getting back to this, I understood in my limited knowledge of the law, that there was no jurisprudence permitting a judge to give on a judgement, interest during the period from the date of the accident to the date of settlement. I thought there was no jurisprudence on that particular point.

Mr. Thompson: I think you are quite right in that connection if it is a claim under an insurance policy as distinct from a third party claim. In other words, it is not a claim in tort against the wrongdoer; in that case you can't. But if it is a claim under an insurance con-

tract, such as a life insurance contract, which would be the simplest example, yes, you can.

Mr. Roy: Yes, but I was talking about motor vehicle accidents now, and this can really amount to a lot of money.

Mr. Thompson: Yes, quite right.

Mr. Roy: You see, what that does is that by not being able to claim the interest, it is to the insurance companies' advantage to stall. If you are playing with a large amount of money it is to their advantage to play with this money and not pay it, because when they settle at the courtroom door, the saved interest can amount to a substantial amount of money. The cost which they have incurred to that point when they settle at the courtroom door is minimal as compared to the interest that they've saved on their claim. This might well change, because with your no-fault they are going to have to start paying. It will be a different sort of ball game, although it may still apply to a degree.

Mr. Grundy: An argument in favour of no-fault insurance.

Mr. Roy: Exactly, yes. But I always wondered as a lawyer, why there was not legislation forcing the insurance company to pay at the going rate. Very often what they do is pay money into court and then they get the court rate which is extremely low—I don't know what it is, five or six per cent—but the court is for insurance, so that it pays them on a large judgement not to do that. I wanted to bring this point up and ask whether there is any explanation for this? If you were to talk to the profession about this, some companies have a notorious reputation for doing this. The point, I recall, was discussed at bar association meetings, and I was surprised that this did not exist.

I think that is the only point I wanted to raise, Madam Chairman.

Hon. Mr. Winkler: I assure you, we will have a look at that.

Madam Chairman: Thank you, Mr. Roy. Mr. Drea, you had a question?

Mr. Drea: On the first point, Mr. Minister, coming back to the point that both Mr. Newman—

Hon. Mr. Winkler: Would you mind waiting until we come back after the vote?

Mr. Drea: That was what I was asking. Do you want to go now?

Hon. Mr. Winkler: We were just called now.

Madam Chairman: Gentlemen, we will recess until after the vote.

The committee recessed at 11:05 o'clock, p.m., for a vote in the House and reconvened at 11:15 o'clock, p.m.

Mr. Drea: I want to make a couple of remarks, going back to the pension funding. I am glad the hon. member for Hamilton East is back, because I think he is a lot more technically up to date than I am, but I would think that one of the problems that we are going to have to face up to is this question of the pension not being fixed any more.

It's becoming more and more a part of collective bargaining in the province that the pensioner, the one who is actually retired, as well as the active employee, is being covered in the contractual negotiations. In many cases these provide increased future pensions for the active employee and retroactive benefits for those already retired, either as part of the main collective agreement or as part of a supplementary agreement.

It would seem to me that unless this question is resolved, there would be a decided disadvantage to a trade union or to a negotiating committee getting into the area of trying either to increase the existing pensions of already retired employees or make any other kinds of benefits to them retroactively when there is some knowledge that if anything happens to the company their entire benefits may very well go.

I can understand in the beginning—and I am conversant enough with your legislation. I go as far back as Federal Wire and Cable in Galt; that started all of this, didn't it? It brought in the existing controls on pensions. Some years ago there was a little bit of what the member for High Park calls chicanery on the funding of it, and we brought in some very tough legislation.

But it would seem to me that the collective bargaining process, which is always evolutionary, now is putting an onus on us in terms of legislation to protect the already retired employee who is going to get retroactive benefits. When he takes those retroactive benefits, as I understand what you were saying tonight and what Mr. Newman has said, he is placing the entire pension in jeopardy if anything happens to the concern.

Mr. Bentley: Not his entire pension—what

had been earned up to the time he had retired. If the plan had been funded up to that date, it would have been quite all right. If there have been retroactive increases after he has retired, again we have a certain period in which to amortize the unfunded liability that is created.

Mr. Drea: Yes, and I can understand why you'd want to do that; I can see the economics of the situation for a smaller company.

Mr. Bentley: Well, in many instances there can be an amendment for active and retired employees which can be in the millions of dollars when it is retroactive in its effect. And to have a single premium payment at the time the amendment is made very definitely might mitigate against any improvements in benefits.

I think you have to go on the basis of a pension plan being an ongoing thing. It is true, of course, that in many instances pension plans terminate, new ones are created and so on, but in the main I think you have to go on the philosophy that it is an ongoing thing with the company.

Mr. Drea: Yes, but certainly since the modern legislation on pensions in Ontario was introduced there has been a whole new twist in pension negotiations. Because at that time pension negotiations solely concerned active employees. It was a relatively new development for the retired employee that his existing pension became part and parcel of the collective bargaining negotiations.

Now, it is also because of various practices in labour relations where there is a pace-setting—if you want to call it that—contract reached with the major firms in a particular segment of the industry. This then is passed on—pattern is the word I want—the pattern settlement is passed on to many smaller firms which might never have got into this, but they are compelled to by certain economic factors, as this one was, I presume, in Windsor. They adopt the pattern because it is the wage and fringe package for the industry. This is something that has come up, and it is going to come up even more.

Mr. Bentley: It is just as you have described. It has a cumulative effect, because the major industries in their negotiations have developed and set pace for income maintenance programmes. The others, to remain competitive in the labour force, or with the labour force, are forced to meet or at least come close to this. All of this is

quite true; we are aware of it; we know there are problems involved in it. The concept of reinsurance has been looked at very seriously. It has quite a number of shortcomings that I think would mitigate against using it. The funding arrangements established by the government of Ontario seem to be quite reasonable in that after 1975, of course, there will be only a 15-year funding period.

Now, you can compare that with funding periods permitted under rules which might be established in other countries, where they do have rules—and, of course, as you know, a great number of them do not—where you have 30- and 40-year funding arrangements. Or, if you are using a certain kind of an arrangement, a frozen initial liability funding programme—

Mr. Drea: Or current asset funding programme.

Mr. Bentley: These kinds of situations don't exist in Ontario; at least we do have quite a good situation compared to others: I am not defending it on that basis alone, I am merely saying we are in a better position than most of the other jurisdictions. Certainly south of the border there is nothing to compare with what we have here. There are weaknesses but there are a great number of technical difficulties involved in this and very costly difficulties.

Mr. Drea: I will cut it short, because I want to go into something else. Really, what I am pleading for, Mr. Minister, is that 11, 12 or 13 years ago, this government was confronted with the beginning of an apparent crisis in the pension field companies were buying out other companies to get at the pension assets. This is why I'm telling you about the Federal Wire and Cable. This government acted very speedily and eliminated that crisis. Now we have something, perhaps not as dramatic, perhaps not as crisis-oriented, but nevertheless just as significant. I hope that once again we will respond to the challenge. Because otherwise the people are very defenceless. It is okay that they are in the collective bargaining agreement, but their bargaining power is extremely limited as pensioners. That is really all.

Now I would like to go on to—

Mr. B. Newman: Madam Chairman, if I may on the same point—where an industry transfers operations from one community to another community, but it leaves a lot of employees unable to transfer their jobs to the

new community; how is that employee who has contributed to the pension fund guaranteed as far as his pension rights are concerned?

Mr. Bentley: First of all, there is a provision in the legislation that would permit the pension commission of Ontario to deem a pension plan to be wound up, in whole or in part, where the situation would appear to warrant this.

Each of the situations that you describe, as you know, vary from one situation to another so we have to try to look at the overall picture. If a great number of employees are shown to be affected by this change in location, the commission does have the power to deem the plan wound up, to be able to provide full accrued entitlements to those employees who will not be moving with the company. In other words, we can cause a partial windup of the plan if, in the opinion of the commission, this is to the advantage of a substantial number of employees.

Mr. B. Newman: I'm referring specifically to the Duplate Manufacturing Co., which transferred from Windsor to eastern Ontario. Some of the employees must be near pensionable age. Would that pension now be wound up, or would the employees still be able to draw some benefits from the company even though it is no longer existent in the Windsor area?

Mr. Bentley: I just cannot recall the situation with respect to that one. I was very fortunate in being able to recall the first one that you mentioned because I had been so involved with it within the last number of months, I would ask, Mr. Minister, if this could be brought to my attention so that I could have a look at it. I would be very glad to look at it for you, Mr. Newman. I can't answer it because I can't recall the details.

Mr. B. Newman: I would appreciate hearing from you—Mr. Bentley, is it?

Mr. Bentley: That's right.

Mr. B. Newman: Right. Either by telephone or some other way rather than discuss it here. Thank you, Madam Chairman.

Madam Chairman: Mr. Drea.

Mr. Drea: Mr. Minister, I would like to come to a matter of insurance. I'm sorry, the name of the company escapes me but it is out in Brampton and it sells a form of travel insurance. It sells insurance guaranteeing you a return fare on a charter flight if, for a desig-

nated reason—basically illness—you fail to get to the plane on time. Are any of your people familiar with the company?

Mr. Grundy: There are a number of companies which sell that type of insurance. I don't know the one to which you are specifically referring.

Mr. Drea: There is one out in Brampton. I will get you the name tomorrow but, in any event, I want to pursue a couple of things. A person has shown me one of his contracts which is almost in the form of an airline ticket, and which to me is extremely fascinating if it does pass our regulations in Ontario.

First of all, the basic premise of this insurance policy is that you would be protected for the difference on a one-way fare if you missed the return portion of a charter flight because of illness. One of the particular things about this is that the exemptions, or the exclusions under this, are fascinating because it discriminates against males and females. The first thing it says is—

Mr. R. F. Nixon: You've got to be neuter, eh?

Mr. Drea: I said "between." It discriminates between.

Mr. Roy: There is a difference.

Mr. Drea: Yes, there is a difference. It discriminates against females. I think I know the difference.

Mr. Roy: Good for you, Frank.

Interjections by hon. members.

Mr. Drea: This contract states that it will not pay if the illness that caused the missing of the flight is not one that occurs in both males and females.

Mr. R. F. Nixon: Aha!

Mr. Drea: Yes, and furthermore it goes on to state that for any illness that is only common to the female, it won't pay. I just wonder about this little part of it.

The second thing I wonder about in this is that, it would appear that the rate for this insurance is based upon a portion of how much your return flight is. Again it seems somewhat unusual to me that it's a percentage of the amount that you would have to pay.

Mr. Roy: I'd like to take care of that.

Mr. Drea: The final point on it is that this policy only pays the difference. It doesn't

give you the full price on it. In other words, if the return fare is, let's say, \$560—it is not a half-and-half thing on the Atlantic; it's one-third and two-thirds—you don't get the \$560. You only get the portion between what you can get by your own hook out of the charter company—which may be nil—in any event, the amount that you should be able to get out of them and what you had to pay on a scheduled airline as a regular passenger.

In short, this is not very much protection at all. Further, you have to produce a doctor's certificate, and the only thing is illness and so forth. It would seem to me that this is an insurance policy, where in the fine print—and, believe me, it's fine—it sets up a definition of illness in which virtually the only way a female can collect at all is to prove that whatever disorder she had is common to a male as well as to a female.

It's funny except when you go to collect. All these things are great and, I have a good time telling them, too, except that people pay out money for protection. Then way down in the fine print, there are enough exclusions—so that I would think women particularly would have a very difficult time, unless they could show they were in an accident or something.

I understand some of these have been brought to the attention of the ministry. Unfortunately, the person who showed me the particular contract is either involved now in litigation, or is—

Mr. R. F. Nixon: Stranded in London.

Mr. Drea: No, they got back. They are either in litigation or going into it, so they weren't about to release this, or I would have brought it to your attention. It would seem to me, this is worse than no protection at all.

Mr. Grundy: You are quite right, sir. This was brought to our attention. This is a policy sold through Voyageur Agencies Ltd. It is a policy written by Lloyd's of London.

Mr. Drea: That's it, yes.

Mr. Grundy: Lloyd's is the insurer.

Interjection by an hon. member.

Mr. Grundy: We have had their chief agent, Mr. Madill, into our office. We have drawn to his attention these difficulties, which you point out very correctly. They have undertaken, and they have since corrected them and brought the policy into line.

Mr. Drea: They have eliminated certain of these.

Mr. Grundy: Right.

Mr. Drea: So I wasn't so humorous!

Mr. Grundy: You are quite correct.

Mr. Drea: So I wasn't so humorous after all.

Mr. Grundy: The action has been taken and it is corrected now.

Mr. Drea: What about the other ones? Did anybody else offer one like this? I presume, if it was Lloyd's of London under various agencies or various subcontracts, that others would too.

Mr. Grundy: Not that we are aware of. I'd be glad to hear about it if there are any.

Mr. Drea: I take it there should have been no discrimination in the beginning between the sexes.

Mr. Grundy: No, this is not proper—

Mr. Roy: Your department brought to their attention the difference between male and female?

Mr. Grundy: Yes. You'd think Lloyd's of London would know that.

Madam Chairman: Is item 2 carried, gentlemen? Carried. Is item 3 carried?

Mr. Singer: No.

Mr. Roy: Before we get off item 3, if I might ask just a few questions on this.

Madam Chairman: Mr. Roy.

Mr. Roy: If I might, first, make a comment about the motor vehicle accident claims fund. Have you had criticism from the profession that maybe your procedure is somewhat cumbersome? My personal experience with the fund is that I found, my God! there's a lot of forms to fill out; it's worse than legal aid. It seems that we were negotiating, and we didn't have any problem reaching a figure. The only problem was trying to finalize the procedure. Is there not some way in which you can streamline your procedure?

I might have had a special case, because I have kids who were under age and I had to appoint guardians and this type of thing. They'd stolen a car and they were in jail, and we had problems with service. But it seemed that your procedure was extremely cumbersome in this case. We must have exchanged hundreds of letters between the claims fund and my particular office. I'm wondering, is this usually the case?

Mr. Gilchrist: No, not usually the case, sir.

Mr. Roy: You've not had any complaints about the cumbersome procedure?

Mr. Gilchrist: No, I don't think so. As a matter of fact, the Act was streamlined in 1962 for that very purpose. It could be, in the particular case you had, as you say, you had infants and you had trouble finding the individual, trouble with service. That's all covered under the Act and there are ways and means to move it ahead. There have been a few comments about the application for payment. That's covered in the regulations. We are reviewing it right now. Personally, I don't think it's too cumbersome at all.

Mr. Roy: You mean for payment out of the fund?

Mr. Gilchrist: For payment out of the fund. That's a form that calls for the place of residence, and when the writ was issued, and statement of claim and things like that, and that the claims were being made on behalf of certain people. There has been no problem in respect to the institution of an action, unless perhaps in the unusual circumstances you speak of.

Mr. Roy: Let me proceed then to the next step. Once you pay out of the fund, and you know the individuals who are involved—let's say they happen to be Ontario citizens and you know exactly who they are, you represented them—do you turn around then and try to get some money out of them to compensate the fund?

Mr. Gilchrist: We do, sir. The policy of government has been that they have the privilege of repaying on the basis of their earnings; not so much the debt owing but on the basis of their earnings. So a truck driver, with a wife and four children, who has lost his licence and has become indebted to the fund, has the privilege of paying back the fund. We recovered last year in excess of \$1.5 million on an average payment of \$20. There's no interest charged on that. That man is back on the road properly insured. There are between 7,000 and 8,000 of those people who are paying us back on that basis.

Mr. Roy: What do you mean, "back on the road properly insured"? Do you force him to get insurance before he gets—

Mr. Gilchrist: The point is this, he must file an insurance certificate.

Mr. Roy: Yes. It seems ironic that he wasn't insured in the first place and—

Mr. R. F. Nixon: That's right.

Mr. Gilchrist: That's right. You're quite right, sir.

Mr. Roy: It seems somewhat ironic that—

Mr. Gisborn: Particularly when this government has never instituted that programme.

Mr. R. F. Nixon: The poor little truck driver with the four kids was on the road without any insurance in the first place.

Mr. Gilchrist: That's right, sir.

Mr. Roy: But once he gets in trouble, if he wants his licence back, he's got to have proper insurance that he buys himself?

Mr. Gilchrist: That's right.

Mr. Roy: It seems like an ironic situation—

Mr. Gilchrist: But keep in mind the programme of repaying is a very fair one. There is no interest charged.

Mr. Roy: I don't doubt that it is, I was just looking at—you know, when you're dealing with principles—

Mr. Gilchrist: As I say, a lot of these people are back on the road and properly insured. It's a "soft sell" approach compared with some of the other funds, both in the United States and Canada, which turn these matters over to collection agencies or to lawyers on a contingency basis.

Mr. Roy: If he doesn't pay, you take away his licence, is that it?

Mr. Gilchrist: Let's say if he wants to get back on the road he must file insurance. Then he can get his licence back by making the payments to the fund.

Mr. Roy: Let's say you have a situation where an individual just doesn't have it—

Mr. Gilchrist: Some individuals don't want to go back on the road. They've had one experience and that's been enough for them.

Mr. Roy: Yes, I would hope so. But I take it, then, you have circumstances where an individual—let's say you're paying the total amount under the fund, \$50,000. There's no way that they're ever going to pay that back.

Mr. Gilchrist: No, but as I emphasize again, sir, the government's policy has been not on the basis of the debt owing—

Mr. Roy: Yes.

Mr. Gilchrist: —but his ability to repay. In other words, sir, if he was earning \$500 a month and if he pays \$20, it's not a question that he owes \$50,000. He can never pay that back, and this is realized.

Mr. Roy: For instance, your truck driver; let's take, for example, your truck driver—would you have him pay pretty well for the rest of his life then?

Mr. Gilchrist: That's it.

Mr. Roy: I mean if he wants to continue to drive?

Mr. Gilchrist: That's right.

Mr. Roy: And the only way he's going to stop the payment is by either exhausting the judgement or dying or stopping driving? He could say, "I don't feel like driving anymore"—

Mr. Gilchrist: Yes, that's right.

Mr. Roy: —and he doesn't have to make any further payments? Now you say—I'm looking at the figure here—you paid out of the fund something like \$8,635,000. Is that right?

Mr. Gilchrist: That's right sir.

Mr. Roy: Have you already deducted the amount that you got back from these drivers?

Mr. Gilchrist: No, sir. No.

Mr. Roy: Where do you include that in there?

Mr. Gilchrist: That is shown in a detailed statement which will be published later on. As you know, I have come to this department new, but this will be published in the statement of the Ministry of Transportation and Communications, of which I was previously a member. This is the statement of last year.

Mr. Roy: But this \$1 million something revenue in favour of who?

Mr. Gilchrist: Of the fund.

Mr. Roy: It is not reflected in this estimate?

Mr. Gilchrist: No, it isn't, sir. That is actually the expenditures; the revenue is in a separate statement here. May I quote the revenue for last year?

Mr. Roy: Yes.

Mr. Gilchrist: The revenue for last year was \$9,236,000, approximately. As you know, there is the dollar fee from the drivers. This

amounted to roughly \$3,897,000; there is the \$25 fee, which amounted to \$2,572,000 roughly; there is the repayment, \$1,519,000. And there is the interest on our surplus, sir, which amounted to \$1,247,000. There was an income to the fund last year of \$9,236,791 and payments of \$7,949,013.

Mr. Roy: My final question is: I understand you have a reciprocal agreement with other provinces in this?

Mr. Gilchrist: We do, sir, and with some of the United States, too.

Mr. Roy: When you are dealing with someone who is outside the province, you take off a certain amount—\$200 or something?

Mr. Gilchrist: No. The situation is this: the limits in Ontario are \$50,000. You raised the question earlier as to the date of the increase. That was Sept. 1, 1969, when the insurance limits were raised at the same time. That limit is maintained only by British Columbia, which I think has a similar limit right now. But where the funds are operated, the limits of the fund in Ontario are \$50,000; with a \$5,000 priority for property damage. That doesn't mean if you have a \$50,000 claim with injuries involved that you are taking out a \$5,000 claim. It could be a \$1,000 property damage claim, which would leave you \$49,000. We have the \$50 franchise clause for property damage. In other words, if your claim is \$49, you don't collect from the fund; but if it is \$50 you collect from the fund; if it is \$51 you collect from the fund. British Columbia and many of the other funds have \$200 deductible.

Mr. Roy: Yes.

Mr. Gilchrist: New Brunswick has \$100, so if a resident of New Brunswick is involved in an accident in the Province of Ontario, he can only recover from the Ontario fund in relation to what he would in his own province. Just the same as an Ontario resident could only collect in New Brunswick on that basis, you see. Now, regarding the United States and certain places there: In New York state there is no property damage; in New Jersey there is \$200 property damage—and in Maryland. There are only the four funds in the United States which have a reciprocal arrangement as far as recovery is concerned.

There are reciprocal agreements again with all the provinces and with several of the United States in respect to suspension. If a New York automobile owner comes into On-

tario and causes serious damage, we can by agreement with New York state suspend his licence in the state of New York—if we can catch up with him.

Mr. R. F. Nixon: How did he get to drive without insurance?

Mr. Pillgrem: There are many drivers in New York State without insurance.

Mr. R. F. Nixon: They are just breaking the law, I guess.

Mr. Gilchrist: That is right, sir. There is compulsory insurance in the State of New York, but at all times with the ghettos in the state of New York there is 20 to 30 per cent uninsured.

Mr. R. F. Nixon: 20 to 30 per cent?

Mr. Gilchrist: My associates there in the fund will tell you that these people get into the ghettos, and you just can't locate them.

Mr. R. F. Nixon: How can they be licensed? Don't they control—

Mr. Gilchrist: Well, they do, but there are ways, as you know. They can get their insurance and then it is cancelled; things like that. These are some of the problems.

Mr. Roy: Just to complete this, Mr. Minister—again, with the statement made by the gentleman about forcing a man to be insured once they have claimed from the fund, it is a further argument for your "no fault"; forcing him to have a policy.

Thank you, Madam Chairman.

Madam Chairman: Mr. Newman.

Mr. B. Newman: I would like to ask Mr. Gilchrist while he is here, through you, concerning an Ontario resident hit by an individual from the state of Michigan, or by an American. Because of the amount of damage—the damage may be fairly small—you can't hold him in the Province of Ontario; that American crosses the border—

Mr. Gilchrist: Goes back?

Mr. B. Newman: What does the Ontario resident do?

Mr. Gilchrist: He has a right to come to the fund, sir.

Mr. B. Newman: He can come to the fund, regardless of the amount?

Mr. Gilchrist: Yes, he can come to the fund.

Mr. B. Newman: Supposing he were involved in an accident in the United States and it was the American's fault; he would have no claim against the Canadian fund at all?

Mr. Gilchrist: No, as far as the Ontario fund is concerned it's for the benefit of those people injured as a result of an accident occurring in the Province of Ontario.

Mr. B. Newman: In the province? Okay, that clears it for me. Thank you, Madam Chairman.

Madam Chairman: Is item 3 carried?

Mr. Gisborn: A couple of questions on this point. I don't suppose anyone would know how the fund balances in favour of the public? Let's say, for instance, since we've had the accident claims fund, which replaced the old unsatisfied judgements fund, have we any idea whether the income from the fund fees has covered the outgoing cost?

Mr. Gilchrist: If you will bear with me, I have got those figures, sir, if I may. The fund, as you know, was started in 1962. I haven't a complete breakdown because it is impossible to break it off.

Mr. Gisborn: That's the accident claims fund, the new one?

Mr. Gilchrist: The accident claims fund was started in 1962 and the old unsatisfied judgements fund went back to 1947. We paid out \$81,393,000 since the fund started in 1947. The greater portion of that has been paid out since 1962 when the fund was amended and streamlined to try to meet the problems. Specifically with respect to the uninsured fees we have only taken in approximately \$30 million. As you can see, if we were depending on the \$25 fee alone, this fund would be broke. But it's the driver's fee at \$1, and it's the repayment by judgement debtors, and interest on the surplus which have made us as solvent as we are today.

Mr. Gisborn: Then it balances pretty well?

Mr. Gilchrist: It has to, yes. But I emphasize again that the \$25 fee has only produced \$30 million against roughly \$82 million paid out.

Mr. R. F. Nixon: What is the surplus that you carry that accrues that large amount of interest?

Mr. Gilchrist: The surplus, sir, has gone up. At the moment it's about \$26 million.

May I say this, sir? We paid out last year, as this gentleman quoted, I think it was \$7,949,000. Now just as any insurance company would, at the end of the year we had a number of claims outstanding. Those claims, because they are delayed in coming to us, have to be dealt with on an average base reserve, and we will be carrying about \$8 million to \$10 million for those outstanding claims. Do you see? You understand that, sir?

In other words, we paid out \$8 million and by the end of the year we had virtually the same number of claims outstanding that we had paid on. So there is another \$8 million to \$9 million required to cover those outstanding losses, isn't that right?

Mr. R. F. Nixon: Yes.

Mr. Gilchrist: Now, then, in addition to that, there is no time limit to come to the fund. We dealt with cases last year—and you, as a lawyer, sir, will appreciate this—that go back to 1964, 1965 and 1966, of which the fund had no knowledge but which were paid out in the fiscal year of 1971-1972 to the amount of over half a million dollars.

Mr. Roy: You are saying that the time limit on an application for an accident on the highway doesn't apply to you people?

Mr. Gilchrist: If the matter is defended in the court. If the uninsured decides to retain you or other counsel, and that matter is properly defended through the courts, that matter can proceed through the courts, and may be the cause of some of the delay we were talking about. It can come to the fund five and six and seven years later and yet we have no knowledge of it.

Mr. Roy: As long as an action is started?

Mr. Gilchrist: As long as it has been preserved within the court.

Mr. Roy: That's right.

Mr. R. F. Nixon: So your surpluses are adequate for these contingencies that you are describing?

Mr. Gilchrist: I think they are, sir.

Mr. R. F. Nixon: Does the Treasurer get the chance to look after that for you?

Mr. Gilchrist: He does sir.

Mr. R. F. Nixon: Then I guess that's all right.

Madam Chairman: Mr. Gisborn.

Mr. Gisborn: Just a question on the establishment of a claim. It's correct that they have to get a court judgement before they can make application?

Mr. Gilchrist: No, sir, that's not so. As a matter of fact, the greater proportion of our claims are paid under what we call section 5. If you'll bear with me again, last year we paid \$1,300,000 in those cases alone, and we paid 3,920 of those. There were 990 by judgement at \$4,700,000, and those are the cases which had to proceed through the courts for many reasons. It could be, as you say, an infant's case, or it may be an injury case in which, perhaps, the injury wasn't going to clear up within a year, or it took time or something like that. The majority of our cases, sir, as you can see, are settled by consent, judgement or by section 5. I would say, without fear of contradiction, that only three to four per cent of our cases proceed through the courts in the final analysis. Very often we need the help of the court in deciding some of the issues.

Mr. Roy: Yes. That's a bit higher than the average is for ordinary motor vehicle accident claims. Usually the percentage is smaller of the ones—

Mr. Gilchrist: I am talking about three to four per cent of our volume.

Mr. Roy: Yes, that is what I am saying; it's a small percentage there, but is still a bit higher—

Mr. Gilchrist: But, as I say we had 8,000 claims last year and only three per cent went right through the courts.

Mr. Roy: Well, that's not bad, but it's—

Mr. Gilchrist: It's pretty good.

Mr. Roy: Yes. No, no. The point I was trying to make, sir, is that if you take an ordinary motor vehicle accident—generally speaking with other insurance companies; with the fund not involved—I suggest to you that the percentage of the ones that go through the court is even smaller than that.

Mr. Gilchrist: I don't think that was Linden's report.

Mr. Roy: Pardon me?

Mr. Gilchrist: I don't think that was the result of Linden's report on litigation. But, as I say, I think you know we are moving these cases ahead. The instructions of our minister and the ministers before him are for us to

move these cases ahead as quickly as we can—and we are moving them ahead. The fact is that the cases are moving ahead and going through the courts in that way; you can see it in the Osgoode Hall law reports and elsewhere.

Mr. Gisborn: Might I ask, in the case of a payment to a claimant, if he has had a court case and he has had a lawyer, does the lawyer have first claim for his fee from the payment?

Mr. Gilchrist: No, sir. That is handled in this way: If you retain a lawyer on an accident case, first of all he explains to you that in addition to the costs, he is entitled to charge the solicitor and clients' bill of costs. We may settle with him on a certain basis on party and party costs. Then, when you go back and he tells you the final settlement, he has a right to tell you—and you have a right to ask him—what his solicitor and clients' bill of costs is going to be. He will tax that with the taxing officer. Let's say we were paying \$10,000 and \$2,000 costs for a case that had gone through the court; the \$10,000 would be paid and then the \$2,000.

Mr. Gisborn: The reason I ask that question is because in two cases in which I assisted constituents in getting their claims in, I found that there was a great deal of procrastination by their legal advisers in processing the claims for them. I could only come to the conclusion that there must have been some reason for a lot of procrastination by their legal advisers.

They kept saying, "We are going to get this thing to court. We have got to get this thing on judgement first." Finally I found out that they didn't have to, and I got the guys to move. I just wonder what the holdup was.

Can we assume if there is validity to the rumour we have read about, that we may have a compulsory insurance, that this accident claims fund will go out the window?

Mr. Grundy: No, it would be still be there for hit-and-run motorists and all sorts of situations.

Mr. Pillgrem: It's the same condition as in New York State. They have the fund but they still have—

Mr. Roy: You could reduce it, though.

Mr. Gisborn: I would think we would have better communications between the licensing bureaus and the automobile sales agencies and the insurance departments to make sure they didn't drive to that extent at least.

Mr. Pillgrem: You realize, sir, that the fund covers drivers from out of the province as well as hit-and-run drivers we can't establish and stolen vehicles—in effect, for any other reason that a vehicle is uninsured. Therefore, I would suggest that the fund would have to stay, but it wouldn't be at the level it is today.

Mr. Gilchrist: It would be necessary to bridge the gap because, as you know, sir, we could have cars coming in from Michigan with the Michigan limits of \$10,000 and \$20,000 and injuring an Ontario motorist; the additional limits would have to be provided—somebody has got to provide them. There is this sort of thing and the hit-and-run.

Madam Chairman: Mr. Drea.

Mr. Drea: Mr. Gilchrist, out of that marvellous little file you have, perhaps you can answer me quickly—

Mr. Gilchrist: Sorry, sir?

Mr. Drea: I say, out of that marvellous little file you have there, if you can answer me quickly, fine; if you can't, you can just send it to me and I will be content. How many paid the \$25?

Mr. Gilchrist: Approximately 103,000 last year.

Mr. Drea: I see.

Mr. Gilchrist: And if you are asking me further, if you consider that there are roughly in excess of three million vehicles registered in the province and probably in excess of 3½ million drivers' licences, then that's around three per cent.

It's awfully difficult to come up with an accurate figure on that, sir. I have to tell you that right from the start. Licensing time is probably the only time we can get an accurate figure because, believe it or not, there are people who will trade cars, take them in and repair them and things like that, and we sometimes find people have paid the fee five or six times during the time.

It is awfully difficult to estimate, but I do think that while the figure has increased a little, it reflects the fact that the greater portion of the people in this province is properly insured.

Mr. Drea: One final thing then: On the basis of the cases you handle, could you say what the percentage is in which they have

paid the \$25 compared to those who have paid nothing at all, either because the licence is suspended or—

Mr. Gilchrist: If you will bear with me, I can give you the figures for previous years but not for this year. Again, you have got to remember the only way you can get that figure is by the spot checks. The convictions, believe it or not, are just trivial and if you would like to have them I can give you those figures if you will just bear with me to let me get them out of the bag.

Mr. Drea: No, you can go on to something else. I was just curious as to how many were in the stolen or suspended categories.

Mr. Gilchrist: Well, I have no way of giving you that, sir.

Mr. Drea: You couldn't?

Mr. Gilchrist: I can tell you that the number of convictions in which the police found that there was actually no insurance was a matter of around, in one year, \$4,000 and another year around \$6,000. I can give you those actual figures from my books when you want them.

Mr. Roy: Just one brief question and I think it is certainly of interest to the public. I want to clear up this limitation period. You say that if the action is properly started within a year, you people can be added as a party defendant five and six years later?

Mr. Gilchrist: No, I didn't say that sir, but somebody might go to you and say he was uninsured and he had had an accident.

Mr. Roy: Yes.

Mr. Gilchrist: He asks you to defend him—since a man is entitled to have his own counsel if he so desires. You've entered an appearance to that case, a writ is issued and you decide you are going to take it right through the courts.

Mr. Roy: Yes.

Mr. Gilchrist: For certain reasons that case might have occurred in 1966, yet it might not come to me until 1972, but you have defended that man through the courts to the best of your ability and yet you have a \$10,000 judgement against you.

The plaintiff in that case would have a right to come to me and because you had preserved it in the court records, if everything was in order I would have to pay it, because

that is a defended action and that is the privilege under the fund. You have the right, as a lawyer, to defend that case through.

Now you may at some time say, "I think you should get into it because it is going to come to you eventually," which happens. There has been a reduction in some of these cases. But I'm trying to show that the trend of development for seven and eight years shows a picture of \$400,000 to \$500,000 in a year—and as much as \$1 million many years ago—on cases that we knew nothing about, which came to us for payment in a certain year.

Mr. Roy: But the one-year limitation still applies to starting this action.

Mr. Gilchrist: Yes, definitely.

Mr. Roy: You could come along to a fellow who had an accident five years ago say, "There has been no action started."

Mr. Gilchrist: Our Act is the same as the Highway Traffic Act. The writ must be issued within the year.

Madam Chairman: Is item 3 carried?

Item 3 agreed to.

Mr. R. F. Nixon: Madam Chairman, on item 4, I wanted to get some further information from the minister as to how the companies branch screens applicants for, let's say, underworld connections or organized-crime connections. Is there a specific programme? What limitations are put on the initiative that you as a minister might instruct your staff to take in this regard?

I have the impression that this matter is expanding pretty rapidly, not necessarily with new companies, but companies which have been registered and which may be purchased by new interests, sometimes interests associated with criminal activity. Can the minister give me any further information on that?

Hon. Mr. Winkler: You asked about the screening process?

Mr. R. F. Nixon: Yes.

Hon. Mr. Winkler: Okay, Mr. Young.

Mr. J. K. Young (Assistant Deputy Minister): I am sorry; in the rush of getting over this chair, Mr. Nixon, I didn't follow it.

Mr. R. F. Nixon: I wanted to know what the screening process was that the companies branch imposes on applications for new com-

panies or transfers of the basic control of a company, let's say, to inhibit the encroachment of organized crime in the business community.

Mr. J. K. Young: In the ordinary course, Mr. Nixon, there is no screening.

Mr. R. F. Nixon: None?

Mr. J. K. Young: None. But in the case of social clubs, because of the Crime Commission, you recall the Roach crime commission something like 10 years ago—

Mr. R. F. Nixon: Yes, I do recall that.

Mr. J. K. Young: We have a routine wherein we refer them to the police authorities for examination. If we get an adverse report on applicants—this would be for letters patent under the Corporations Act, not for articles of incorporation under the Business Corporation Act—if there are adverse comments we take those into consideration and may or may not grant a charter under that Act under which the minister still has discretion.

Under the Business Corporations Act, as you will recall, because of the recommendations of the select committee the people incorporated the matter of right with an appeal, if we find technical details or if we think it is not a lawful object or something of that nature, the court of appeals. We are in a different sort of a ball game with regard to charters now under the BCA than we were under the old Corporations Act.

Mr. R. F. Nixon: Madam Chairman, I'd like to ask either the gentleman who was speaking or the minister if the government is contemplating a fairly dramatic change in policy in this regard? I still feel that it is in this department that one of the major defences against organized crime is going to have to be erected, and I think part of that must be through the activities of the companies branch either at the time of chartering or the granting of letters patent; or with the continuing surveillance of the annual reports of companies, together with certain information that may come from other sources, like this interministry cabinet committee.

Have you got anything in mind there, Mr. Minister?

Hon. Mr. Winkler: You're absolutely correct.

I'm not going to say that we have a specific thought in mind at the moment, but this was discussed at the formation of the task

force. As it reports to us, and if it's required, we will move into that field of reporting.

Mr. R. F. Nixon: It's just that it settles another thing in my mind. When did that task force begin its operation?

Hon. Mr. Winkler: Not too long ago, I can't recall the exact date.

Mr. Pillgrem: This group started meeting about three months ago; I would suggest that it was six weeks to two months ago, something of this nature.

Mr. R. F. Nixon: Is this the group that was designated by the policy minister on Justice as something called the cabinet committee on crime?

Hon. Mr. Winkler: Yes, this is the one.

Mr. R. F. Nixon: That's the one. It was implemented and established about three months ago.

Mr. Pillgrem: I'm just guessing as far as that point is concerned, Mr. Nixon, but it was some considerable time ago. This particular committee was mentioned by Mr. Lawrence in the Legislature yesterday, I believe.

Mr. R. F. Nixon: That's it. There is no other committee?

Mr. Pillgrem: Not to my knowledge! Oh now I am sorry; I am not sure!

Mr. R. F. Nixon: Perhaps the minister could tell us.

There is only one cabinet committee on crime, and that's been functioning for about three months?

Hon. Mr. Winkler: Right!

Mr. R. F. Nixon: Does the minister sit on that committee? Is it functioning regularly?

Hon. Mr. Winkler: The minister sits on that policy committee, but not on the committee itself as such, no. The committee will report to us as a policy committee.

Mr. R. F. Nixon: Who does sit on it?

Hon. Mr. Winkler: I don't think that—you mean on the investigating committee?

Mr. R. F. Nixon: On the cabinet committee on crime.

Hon. Mr. Winkler: The cabinet committee on crime is the Justice policy field committee.

Mr. Shulman: Who?

Mr. R. F. Nixon: What'd he say? I'll read Hansard on that one.

Hon. Mr. Winkler: The Justice policy field committee.

Mr. Shulman: Who?

Mr. R. F. Nixon: The Justice policy field committee; but that's the one chaired by Mr. Lawrence of St. George?

Hon. Mr. Winkler: That is correct.

Mr. R. F. Nixon: Do you sit on that committee?

Hon. Mr. Winkler: That is correct.

Mr. R. F. Nixon: Okay!

Madam Chairman: Any further questions?

Mr. R. F. Nixon: I wanted to ask the minister to give us a report on the Whiterock business. What was the final decision with that? I mean, what were they?

Hon. Mr. Winkler: I think that properly comes under the next vote, doesn't it?

Mr. R. F. Nixon: That suits me.

Mr. Pillgrem: It would be more properly dealt with under commercial standards.

Mr. R. F. Nixon: Right!

Madam Chairman: Is item 4 carried?

Mr. Shulman: Wait a moment, just two brief items!

Has the minister given any consideration to bringing in a bill, I think it's hard first reading from one of the backbench members—I don't just recall which one—which would have allowed you to control this problem of organized crime or persons in organized crime setting up corporations or taking over corporations? I believe the bill allows the government to cancel charters of any corporation that happens to—

Hon. Mr. Winkler: I think the hon. member knows very well, in that it's a policy matter if it's going to come forward it will have to be announced in the House.

Mr. Shulman: What does the minister think of the merits of that particular bill?

Hon. Mr. Winkler: To be honest with you, we have the bill; we've brought it back to the department. We've had a look at it or are looking at it and I wouldn't like to comment now whether or not we would accept

that bill as such. We certainly may use some terms of it.

Mr. Shulman: I see.

The minister may be interested, it's a model bill that was drawn up by the council of state governments.

I want to ask the minister: What do you do when a corporation doesn't follow the rules of sending in their annual reports and all the various things they're supposed to send in every year?

Mr. J. K. Young: The procedure there, Mr. Shulman, is that—you want to see the whole pattern of how we react to the situation?

All corporations in Ontario are supposed to file an annual return. These annual returns are recorded on a computer and every year all corporations which have failed to file annual returns are sent what is called a statement which tells the corporation for which year they are delinquent and what the fee is that is not paid.

For those which are two years delinquent, a different form of statement goes out. Then after three years a form goes out telling them that if they do not file within one year their articles or their charter will be automatically cancelled.

That then is the way we control the situation, rather than trying to reach out and sue and prosecute. There was a time when we did that and it didn't seem to be very worthwhile. The public didn't like it at all.

Mr. Shulman: What do you do when under the part that asks when was the last annual meeting, the return says it was in 1902 or 1898 or some similar year—a date that was not in the past year?

Mr. J. K. Young: As you know, we get some 75,000 to 100,000 of these each year. We do not read them carefully except to see that all spaces are filled in. If they put 1902 in there, I'm afraid that it is filed that way.

Mr. Shulman: Isn't there a matter of some disturbance that all sorts of corporations are not having annual meetings? Yet I believe there is some law in this province that says they must.

Mr. J. K. Young: If a particular person writes in and complains we will write the corporation and try to use our influence to get them to file and to have their annual meeting. However, as you know, there are remedies available to shareholders to enforce annual meetings.

Mr. Shulman: There are?

Mr. J. K. Young: The statute states that an annual meeting must be held in each year and within 15 months of a previous meeting. If they don't hold it, they are in derogation of a duty to hold a meeting. A court order can be issued on behalf of a shareholder.

Mr. Shulman: As I recall there was one corporation which didn't hold an annual meeting for some 12 years. I believe that one of the MPPs got up year after year complaining about it, but nothing happened.

Mr. J. K. Young: I believe they finally held one big meeting.

Interjections by hon. members.

Mr. J. K. Young: I think that we were rather influential, if I'm thinking of the same case that you are, in ensuring that they did hold a meeting. I've forgotten the name of the company right now, to tell you the truth.

Mr. Shulman: It was in the beer business.

Mr. J. K. Young: Yes, that's right.

Madam Chairman: Mr. Roy.

Mr. Roy: This business of annual meetings is really an annual fiction isn't it? Most companies incorporated go through a ritualistic thing about annual meetings. For instance you talk about shareholders and this type of thing—under your new Act you require, two directors—is it?

Mr. J. K. Young: One. It depends on how many shareholders they have.

Mr. Roy: But I mean the shareholders are what?—two to three—in private?

Mr. J. K. Young: It might well be. There might be a single shareholder, in which case there would be only one director.

Mr. Roy: Yes. You mentioned maybe the shareholders want a meeting. Obviously if they are not having an annual meeting and there is only one shareholder and a couple of directors it's hardly likely that—

Mr. J. K. Young: In the case of a single shareholder, under the Act now he can hold a meeting by signifying in writing that he has held a meeting. In the case—

Mr. R. F. Nixon: Looking in the mirror.

Mr. J. K. Young: It's not an easy technical legal situation—a single shareholder. But we

think we have got it fairly well under control.

Mr. Roy: That again is the fiction that we have built up around corporations—going through the forms and having their intent and their share capital and all this jazz. The only thing that you really do is check whether the name is proper—if it infringes somebody else—and now I understand you are moving toward numbers.

Mr. J. K. Young: Yes, that is true. In fact we have incorporated something like 700 corporations starting with a number.

Mr. Roy: You don't make any check at all who the directors or the shareholders are—you don't check their background or anything at all—?

Mr. J. K. Young: No sir.

Mr. Roy: When my leader mentions question of the Mafia and connections of this nature, you are going to have to drastically change your approach to start looking to the background of these directors—which you don't do at all now.

Mr. J. K. Young: It would be a very large programme; yes.

Mr. Roy: Yes. Finally it all comes down to this thing that we have built up around corporations. When I was in law school I remember everybody mentioning that you couldn't look behind the corporate veil—

Mr. J. K. Young: Piercing the corporate veil.

Mr. Roy: That is right, piercing the corporate veil. We have built up this whole artificial thing about meetings and things of this nature; and really it is a fiction. It is artificial and legalistic—and I sometimes wonder if you shouldn't do away with this type of thing such as annual meetings. Because, as you say, a shareholder or a director writes in and says they had a meeting.

Mr. J. K. Young: In the case of very small corporations where the interests are not large, maybe it isn't very important. But annual meetings can become very important.

Mr. Shulman: Yes.

Mr. J. K. Young: When they do become of importance there are legal provisions in the Acts that allow something to be done.

Mr. Roy: The final comment I wanted to make is that you are going to have to drastically change your approach if you want to start incorporating some of the suggestions made here about the Mafia, and this type of thing.

Mr. J. K. Young: Yes. As you know, a lot of incorporations are done by people who do not continue as directors; and that would have to be looked into as well. There would be a very large programme.

Madam Chairman: Is item 4 carried?

Item 4 agreed to.

Mr. Shulman: I would like to ask the minister about this business of real estate in the north. I have a new piece of literature which just arrived in my office today.

This is the other angle. The last time I presented to you the business of literature that was sent all over the States trying to sell worthless properties. But in this case I was wondering how they got the properties. Here is a flyer that has been sent out door-to-door addressed to Mr. Property Owner. They are tossing it through the doors up north in little towns:

Properties wanted, acreages purchased for cash, vacant bush lots, abandoned farms, unused lake frontages, remote acreages, former mineral claims. We are now in the market for unimproved properties for hunting, fishing and camping anywhere, no matter how remote, if the price is right. Now is the time to sell your rural holdings of cash. Cutover bush lots purchased. No buildings of any value purchased. Write to: H. M. Dignam Corp. Ltd., 85 Bloor St. East, Toronto 5, Ont.

What these people are doing is purchasing worthless land for very little money. They are then putting ads all over the United States and selling it to stupid Americans.

Mr. Drea: Fish.

Mr. Shulman: We are gradually selling off our north; and we agreed that they are selling the land very expensively to the Americans. If we are going to sell it to them, I guess we should get as much as we can. I hope the minister will agree that it is wrong for two reasons. First of all it's a fraud; and secondly, it probably should be against public policy to be selling off the north in one huge hunk, which is apparently what we are doing, to American citizens. Now the leading firm in this is Reid and Zelsman in Toronto—

just Mr. Reid. I believe Frank Drea knows where Mr. Zelsman went.

Mr. Drea: Mrs. Zelsman too!

Mr. Shulman: There are several firms doing this and there is a very easy way you could stop them at least from operating in Ontario. I am sure the minister is aware of that. There has been an amendment suggested to him a number of times, which I understand you agree with. I am wondering why has nothing happened?

Hon. Mr. Winkler: It is my understanding that if the land is privately owned we do not have jurisdiction at the moment over how it is sold—

Mr. Shulman: Right!

Hon. Mr. Winkler: —or disposed of. If it is through a company and they are registered with us, we do have the control. I don't know anything about the particular case that you are speaking about. Maybe my director does. I am not sure.

Mr. S. D. Turner (Executive Director, Commercial Registration Division): I haven't heard of them, Mr. Shulman.

Mr. Shulman: I am not worried about this particular one. You are aware of the problem?

Mr. Turner: Right!

Mr. Shulman: Now you are all aware that you can pass an amendment to the Act, which you can regulate. It would require a prospectus and require registration—and put these people out of business. Your deputy is saying yes.

Mr. Pillgrem: I have a firm belief that the government can pass any type of law, really, that it wants.

Mr. Shulman: Well, I am asking you: You have been aware of this problem for some length of time?

Mr. Pillgrem: You are mentioning the similar type of legislation we have dealing with land that is sold, or that is offered for sale in this province from Florida.

Mr. Shulman: Right. What do you say, Mr. Minister?

Hon. Mr. Winkler: We have the opportunity to examine the land or the function of the company that is offering the land for sale. If it's an individual situation I guess it's a

matter of policy and we would have to control it another way. At the moment we don't have.

Mr. Shulman: Well, are you going to do it?

Hon. Mr. Winkler: I will have a look at that, yes. That is very fraudulent. We have had fraudulent things referred to us that we investigated whether or not we had the control over them. If that sort of thing is going to become prevalent we will step in there.

Mr. Shulman: Let me assure you it is prevalent. We sent an agent—I guess that is the best way for the wording to read—K. Zelsman, to buy a piece of property. We used a phoney address in New York. We had just received the ad the week before. She went in clutching her money in her little hand. The first five properties that she wanted to buy had already been sold. There was a pile of cheques on Mr. Reid's desk from all over the United States—most of them from California. She apparently accidentally looked at them.

Hon. Mr. Winkler: Do we know about that operating here?

Mr. Shulman: This was out of that day's mail which he had opened, and there were at least two dozen cheques there. Now this a major fraud, taking place right now in this province.

Hon. Mr. Winkler: Yes, I agree that certainly demands our attention.

Mr. Roy: Why don't you take the initiative and instigate charges under the Criminal Code?

Mr. Shulman: It's not an offence under the Criminal Code. There is no law being broken under the Criminal Code.

Mr. Roy: Maybe I am being too technical. You said "a major fraud." Surely if it's a major fraud—

Mr. Shulman: No, I wasn't speaking in legalese, I was speaking in pidgin English.

Mr. Roy: Let me ask you a second question. I don't want to take over, but is this misleading, do you think?

Mr. Shulman: No, I think this is very honest. They want to buy land cheap and sell it expensive.

Mr. Pillgrem: I can put another complexion on this. We look after our people;

it's too bad the California people can't look after theirs, if I can put it that way.

Mr. Shulman: On the other hand, if you want to look at it that way, they may return the honour by selling us some more of those Florida beachfront lots which are under water except at very low tide.

Mr. Pillgrem: Those lots are all inspected now by inspectors from the department and a prospectus filed before any of them can be sold.

Mr. Shulman: I see.

Mr. R. F. Nixon: Inspectors, eh?

Mr. Shulman: You mean we have inspectors who go down to Florida?

Mr. Pillgrem: Yes, by all means.

Mr. Shulman: Your department has inspectors?

Mr. Pillgrem: Yes.

Mr. Shulman: That's a great job.

Mr. Pillgrem: I've been trying to get that for years and they haven't let me go yet. I'm pretty near going to get this.

Mr. Shulman: Are there any other places you send your inspectors to?

Mr. Pillgrem: In every place that is offering land for sale in this province—land outside of the province—an inspector examines it and there is a complete prospectus filed with regard to that particular piece of property.

Hon. Mr. Winkler: No matter where.

Mr. Pillgrem: No matter where it is; they have gone to Greece.

Mr. Shulman: That's a great job.

Mr. Pillgrem: I'd love to have that job.

Mr. Shulman: All right.

I would like to ask, Mr. Minister, what is the situation about real estate brokers acting as principal and agent at the same time? Is there any objection to that? Let's suppose I have a house to sell and I walk into my friendly realtor at the corner and say, "I would like to sell my house," and he says, "Fine, I'll look after you." He comes to me a couple of weeks later and says, "I've got a great buyer for you," and we put the trade through. The buyer turns out to be him and

he promptly puts it back on the market again and sells it at a higher price. Is there anything wrong with that?

Hon. Mr. Winkler: I don't know if we control that or not.

Mr. Turner: He is required to identify himself as the principal.

Mr. Shulman: All right. Let's follow this a step further. Suppose this realtor says, "Your property is worth \$50,000." They put it on the market and nothing happens for a couple of weeks. They he comes and says, "Look, we haven't got that. Nobody is offering. I guess the best we can get is about \$30,000. Now, there is a company in which I have an interest." I am coming to a specific case. "We can give you \$30,000 cash right now," and the seller takes it. Let's suppose it's an elderly person because this seems to happen mostly to elderly people. Then the broker puts it back on the market and sells it again a few days later for \$40,000. Is there anything wrong with this?

Mr. Turner: It doesn't smell too good to me.

Mr. Shulman: It doesn't smell too good to me either.

I received a complaint that a certain firm named H. Keith Ltd., a real estate broker which is very substantial and apparently a broker of good reputation in the city, was doing exactly that. I have a number of cases here where that is what they did. I don't want to single them out, and I want to stress that they are of good reputation, because I now find that there are a number of real estate brokers doing exactly the same thing.

What I object to is that there is nothing in the Act to prevent you from acting as the principal first of all, but at the same time acting as the agent. You act as the principal; you buy the property from your client and charge him a commission. A broker can't do that. If a stockbroker tried that he would be booted out in two seconds. You either act as a principal or you act as an agent.

If, for example, I am a stockbroker and someone comes in to sell stock and I say I'm the principal and I want to act for you, I can't then charge a commission also. In other words, I can't make money with both hands. I'm suggesting to you that there should be an amendment to your Act similar to what has been done with the securities commission so that real estate brokers don't play this particular game.

Mr. Turner: Have you sent that to us?

Mr. Shulman: Yes, away back in December, 1971. I have a letter from you saying, "Your communication has been directed to our complaint and investigations section to be retained in the complaint file of this broker." That's all very well. I'm sure it's still there in the file. What are you going to do about it?

Mr. Turner: I will look at it again.

Interjection by an hon. member.

Mr. Turner: Mind you, again, I haven't been there all that long, but as far as I am concerned, this is the first such complaint of this nature that I have heard of.

Mr. Shulman: Let me say, when the complaint came in, it involved some eight addresses which I have supplied your department already—

Mr. Turner: The whole works.

Mr. Shulman: —by this one broker. I was really getting pretty hot about the broker, but after I went into it I found this broker was doing nothing unusual.

Mr. Turner: This is the one you made reference to?

Mr. Shulman: Yes. He was doing nothing unusual in the industry. Apparently, it is a very common practice. That's why I am certainly not singling out this broker as being a villain, because he is no more villainous, apparently, than any other broker. I'm saying the practice is wrong.

Mr. Roy: Right.

Mr. Shulman: You shouldn't be able to act as both principal and agent, because you have got too much of an incentive to act against your client instead of for him.

Mr. Turner: Yes.

Hon. Mr. Winkler: What was the date of that, Mr. Shulman, please?

Mr. Shulman: The last letter I received from your people was dated Dec. 13 last.

I would like to ask the minister about a complaint which he received, or his department received, in connection with an immigrant who came here by the name of Francisco Eleazar. It's quite a sad story. This happened down in Sarnia. I received a letter—I don't know if its from a lawyer—but it's

from a Mr. David Vell who lives in Sarnia. As it's very brief, I'll just read it to you.

Since last December, I have been trying to help a Filipino immigrant to recover \$1,500 which he lost on a real estate deal in Sarnia. I have referred the matter to the local Better Business Bureau and to the Department of Financial and Commercial Affairs, but so far they are not doing anything. After one week in Canada, Mr. Francisco Eleazar made a \$500 deposit on a house in Sarnia. By agreement with the vendor, he also moved into the house right away. As he was unable to get a job, and unable to get a mortgage because he had no job, he attempted to cancel the deal after 30 days. The vendor refused to cancel the arrangement and Mr. Eleazar says that the real estate agent harassed himself and his wife about the matter. The result was that Mr. Eleazar was persuaded to part with another \$1,000 to break the deal.

And it goes on.

When the real estate agency was approached, they said that their agent, a certain Alex G. Brown, had acted on his own and not through their agency, but then we look at all the papers this Alex G. Brown signed as their agent. The real estate company involved is D. R. Freeman and it's in Sarnia, Ont. This man is an immigrant and he didn't speak good English. The money was handed over to the real estate agent, and I think that they took advantage of this man's lack of knowledge of the language and lack of knowledge of what could be done. Surely, at the worst, he should have forfeited his \$500 deposit and not be forced to fork over another \$1,000, which he literally didn't have. You have already received complaints about this, but what I'm asking is, would you take a second look and do something?

Mr. Turner: We will.

Mr. Shulman: All right. Two other brief matters in connection with consumer protection. Is consumer protection under this vote? Yes.

I have a letter here from a Mrs. Margaret Downs of 974 Carlaw Ave. She says that she bought a bicycle to ride to and from work. Last Friday morning, while riding to work, she was grabbed by the police, who told her that she was breaking the law, because she didn't have a horn or a bell on her bicycle. Her complaint is why are the bicycle companies allowed to sell bicycles without a horn or bell if it's against the law?

Hon. Mr. Winkler: Well, I don't know, I guess she didn't buy it with the options!

As a matter of fact—

Mr. Shulman: She says: "Bicycles being sold without a bell or a horn would be comparable to cars being sold without horns or headlights". And she feels very upset being charged.

I sympathize with her. It seems to me a ludicrous thing to happen.

But surely this comes under consumer affairs? She feels she has been had!

Hon. Mr. Winkler: We are grateful for that information, because Madam Chairman here tells me she has neither of those on her bicycle either. But inasmuch as it probably affects local bylaws, I don't know whether we should step into that area or not.

Mr. Shulman: This is a provincial law isn't it, that you have a horn on your bicycle?

Mr. Pillgrem: Not to my knowledge. I don't think so.

Mr. Shulman: It is under the Highway Traffic Act. That's what the policeman says. She was fined \$23.

Mr. Pillgrem: Obviously, that is correct.

I just know this, Mr. Shulman; I bought a bicycle for my wife last week and there was a bell on it. I said, "Well you have a bell on it, why haven't you got a light?" He said, "Well I have to have a bell on it."

Mr. Shulman: Yes; section 49, subsection 4 of the Highway Traffic Act.

Mr. Pillgrem: I thought in all probability it was a local bylaw.

Mr. Shulman: No, it is your law.

If it is a law that you have to have it, why isn't it a law it has to be on when they sell it?

Hon. Mr. Winkler: I suppose maybe there is some validity in that; I never had this one brought to my attention.

Mr. Shulman: It is not the greatest, most important—

Hon. Mr. Winkler: The clerk tells me it is very real, because he has already paid such a fine.

Mr. Shulman: No kidding!

Hon. Mr. Winkler: That is what he says.

Mr. Shulman: Well somewhere, can you filter the word down!

Hon. Mr. Winkler: I will use my influence upon the minister.

Mr. Shulman: All right! One final matter and I'm through.

I have a letter here from Don Bachelor, who is the head of the committee for the compensation of the innocent—which is another matter—but he's complaining that mechanics are not licensed and as a result some strange things are happening. He relates in detail what happened to his particular car at a certain service station; I don't think it is too relevant.

But what it finally comes down to is: "I'm sincerely afraid to take my car into any service station now for fear the mechanic might take out the wrong tooth."

And he goes on from there. He feels that mechanics should be licensed in Ontario.

An hon. member: They are!

Hon. Mr. Winkler: I am afraid to go to some doctors for the same reason.

Mr. Shulman: I am sorry, they are licensed?

Mr. Pillgrem: Yes, they are.

Mr. Shulman: And can you practise as a mechanic without being licensed?

An hon. member: No!

Mr. Shulman: I shall inform him of that. Thank you for that information. That is all we want.

Do we have to go downstairs?

Hon. Mr. Winkler: Yes.

Madam Chairman: They will call for us.

Hon. Mr. Winkler: I think they are ready. We are ready; that was the word I had.

Madam Chairman: Does item 5 carry?

Mr. Winkler: Would you like to discuss it a little further until the panic comes down?

An hon. member: Yes.

Madam Chairman: Mr. Drea.

Hon. Mr. Winkler: Okay, go ahead!

Mr. Drea: I will not be very entertaining. I want to talk about Mr. Zelsman.

Mr. Shulman has talked about Mr. Reid. These two people used to be in a company called the Land Sales Corp. Mr. Zelsman and Mr. Reid had a disagreement in Toronto which was provoked by the anti-rackets squad of the OPP. Mr. Reid dispensed with Mr. Zelsman because Mr. Zelsman was as crude in his methods as Mr. Reid is successful in his.

Now at this point Mr. Zelsman went to Montreal, where he still has the Land Sales Corp. This province, through the Provincial Police anti-racket squad, is faced two or three times a year with the humiliating experience of having to send an OPP corporal by cruiser to Montreal, where he calls upon Mr. Zelsman, in his Land Sales Corp., shows him the list of complainants, matches up the complainants with Mr. Zelsman's sales records, and at that point Mr. Zelsman refunds the money on those particular complaints.

He doesn't refund all the money, just to the particular complainants.

It is so common a practice now that when there are complaints the Provincial Police don't go immediately, they tell people they are just going to have to wait, because the cost of a round trip by cruiser for a corporal to Montreal is somewhat substantial.

Now what is happening is Mr. Zelsman is selling a non-existent piece of land near Actinolite in Hastings county. It is a piece of land that cannot be subdivided. A number of ads appear; you can see them in any wild-life magazine; you can see them in any one. They all concern one and the same piece of property. Whether it is called the Land-O-Lakes district, whether it is called near the uranium town of Actinolite, or near Peterborough, or only 60 miles from the beautiful Bay of Quinte; it is all the same, non-existent, non-subdivided, single piece of land.

Mr. Shulman: Single-minded man!

Mr. Drea: Now then, Mr. Zelsman operates in Montreal because he will not sell to any resident of Ontario. He will only sell to a resident of the United States.

This gives him complete immunity from the law, because as far as the United States is concerned the transaction and the fraud took place in the Province of Quebec, when Mr. Zelsman received the money by mail.

As far as Quebec law is concerned, Mr. Zelsman's fraud occurred in whatever locality in the United States the person shipped him the money from. Of course, in Ontario we have no jurisdiction, because while the non-

existent piece of land is in Ontario, no offence has possibly been committed in Ontario.

So, as I say, we are in ludicrous position. Reid is bad enough. One of these days Reid will get as careless as Zelsman once was and the anti-racket squad of the Provincial Police will get Reid. Zelsman operates the perfect crime.

Mr. Shulman: Who does he give the money back?

Mr. Drea: Because let's say he doesn't want a test case in Ontario. He would prefer not to be brought back to Ontario, even though he knows he will get off. There are reasons why he gives it back.

The point is that surely—

Mr. Pillgrem: He's probably afraid to come back to Ontario.

Mr. Drea: That's right. Now, surely there has to be a better way of preventing non-existent land in Ontario being merchandised south of the line? I agree wholeheartedly with Mr. Shulman that people up here have been fleeced no end, from Arizona all the way across to swampland in Florida. But surely there has to be something in this whole field of these wilderness retreats and so forth, these mineshafts that Reid is selling in the north, this non-existent piece of land that Zelsman is selling in eastern Ontario, surely there has to be something more than sending a Provincial Police corporal down when you get complaints?

You know, it's costing us 10 cents a mile and this kind of thing, but Zelsman just sits there and laughs at us. He's a very cordial man; I had a very nice relationship with him. He would certainly take care of my complaints: "Just give them to the OPP." He thought they were coming down next month.

People from the United States are full of praise for our police. They think our Provincial Police are the most marvellous people going. Imagine people driving up here—and I've witnessed this—people driving up from New Jersey to Toronto and a policeman saying, "Oh, yeah, within 30 days we'll mail you a certified cheque. Just go on home." It happens.

This is ludicrous. The whole business is ludicrous.

Madam Chairman: Excuse me, Mr. Drea, I'm advised that we have to go upstairs for the vote. We are recessed until—

Mr. Shulman: Can we get a response to our questions?

Hon. Mr. Winkler: Oh, yes, we're coming back.

Madam Chairman: Oh, yes, we'll come back. We'll come back.

The committee recessed at 12:30 o'clock p.m., for a vote in the House and reconvened at 12:40.

Madam Chairman: Meeting come to order please. Mr. Drea.

Mr. Drea: I think that it was left with Mr. Shulman. He was—

An hon. member: He has gone.

Madam Chairman: He has gone.

Mr. Drea: He has departed, eh?

Mr. R. B. Beckett (Brantford): Call a vote.

Hon. Mr. Winkler: Do you want a response?

Mr. Drea: No, I have just joined it. I know what the problem now is.

Mr. Roy: Just to get that point clear, they don't advertise at all in Canada?

Mr. Drea: Not in a Canadian publication.

Mr. Roy: But this publication does circulate in Canada?

Mr. Drea: Yes, Sports Afield, Field and Stream, what have you. Circle all the ads anywhere in eastern Ontario it is the same non-existent piece of land.

Mr. Roy: Have you advised the department of—what is it called?

Mr. Drea: The US mail?

Mr. Roy: No, no, no, at the federal level. I keep getting it confused with this one here.

Mr. Drea: We haven't got any jurisdiction there.

Mr. Roy: Well, I am not sure, if a magazine is circulating in this country, whether that's not considered a publication in this country.

Mr. Turner: No, it is not circulated.

Mr. Roy: Not Field and Stream? Sure it is.

Mr. Drea: For a newspaper or anything, it is the country where it is published.

Mr. Roy: Yes, but the definition of publication or advertisement is something that appears in a magazine or a newspaper in this

country, and if this magazine comes into this country they might well be nailed on that.

An hon. member: Well, why don't you try it?

Mr. Pillgrem: It is pretty difficult because they don't sell land here—they won't try and sell it to an Ontario resident. Remember that we provide protection for the people of this province against schemes of this nature developing outside this province.

In other words, you cannot advertise in this province the sale of property from Florida or Timbuktu or wherever it might be, or Barbados or Bermuda or what-have-you, without filing a prospectus and that property being cleared and established. And the prospectus is filed, there is complete information for anyone, and it must be sold through a regular broker in this province. We protect our citizens against this type of fraud. I just suggest that some of the other jurisdictions should protect their citizens.

Mr. Roy: I am not convinced that at the federal level they couldn't do something if the magazine circulates some place in this country.

Mr. Drea: Albert, I will circle the ads in it for you. You can try in Ottawa.

Mr. Handleman: The only thing is a prohibited income tax deduction.

Mr. Drea: No, I know it is a very difficult thing. I just draw it to your attention because it seems very incongruous to me that if I buy a piece of land 5,000 miles away I am protected 100 per cent, at least on the advertising of it, by this government, but at the same time I can be fleeced into buying an abandoned mine shaft in Dobie outside of Larder Lake and nobody can do a thing for me except to put it in somebody's complaint file for records.

Madam Chairman: Does item 5 carry?

Mr. Roy: No, no, I have got one question if I might—

Madam Chairman: Mr. Roy.

Mr. Roy: Mr. Minister or somebody in your department, has it ever been drawn to your attention that about six or eight months ago in the Ottawa area a newspaper called the Ottawa Citizen and a reporter by the name of Smithers made a survey? He went along with a new television set from one TV repair shop to the next and the difference in

prices and the things they did to this new television set was wild. Has this matter ever been brought to your attention in relation to TV repairmen?

Mr. Turner: Yes, it has. We have no jurisdiction over TV repairs.

Mr. Roy: You have no jurisdiction?

Mr. Turner: None whatsoever.

Mr. Roy: Who has jurisdiction over that?

Mr. Drea: No one.

Mr. Roy: No one? Don't you think you should maybe occupy that field and take jurisdiction over that?

Mr. Turner: That's a policy decision that would involve not only TV repairs but innumerable sellers or repair people who, according to your submission, should be registered.

Mr. Roy: Don't you think it would be a good idea to have these fellows controlled in some way—TV repairs? I am very surprised at that—

Hon. Mr. Winkler: I think I should be answering that question. This matter was very thoroughly discussed in the Ministry of Labour's estimates. It doesn't preclude me from making comment, and I would say this, that if the hon. member will remember a few weeks ago—

Mr. B. Newman: But we should be doing something.

Hon. Mr. Winkler: —a number of similar questions arose and I said at that particular time—

Mr. B. Newman: We shouldn't just let it stand like that. We have got to do something.

Hon. Mr. Winkler: —and this is the way my thoughts are being directed at the present time, that it may be time for us, as a sort of umbrella situation in many of these things—in many of the things maybe that were mentioned here this evening—a fair practices Act or something of that nature is necessary. I will consider it as soon as I have the time to sit down and give it the time that is required.

Mr. Roy: Well, let me be possibly a bit more blunt. I know you said you are going to consider an awful lot of matters and—

Hon. Mr. Winkler: I am.

Mr. Roy: —I suspect you are going to be busy for a while. But let me say that when you say it may be time, there is no question in my mind that it is time that something was done in relation to TV repairs when one considers—

Hon. Mr. Winkler: I wasn't specifically referring to TV repairs; I was specifically referring to quite a number of these things that could come under the same umbrella.

Mr. Roy: I think, Mr. Minister, you will agree that when you consider that in each and every home there is possibly one television set if not two, and the amount of business that is transacted in that field, that's certainly some consideration and I'm surprised that there's no control. I am shocked to know that there is no control over these fellows at all.

Hon. Mr. Winkler: At the moment there is none.

Madam Chairman: Mr. Newman? Sorry, Mr. Roy:

Mr. Roy: I am very sympathetic to your impatience at this time.

The second thing I wanted to raise, and I have raised it with you in the House, is the coming thing about this company which is operating presently out west, called Identiseal. It plans to move into Ontario and get in with the chain stores, so that when individuals go in these to cash cheques, the company will require a thumb print. In fact, I think I'll be bringing in a bill on it tomorrow.

Hon. Mr. Winkler: Fine.

Mr. Roy: I am just wondering what your feeling is on that particular point, because as you know, under our present laws in this country the only time an individual is compelled to give his print is under the Identification of Criminals Act when he is charged with an indictable offence. I think there would be a lot of fuss raised if the government were to ask everybody for their print, so I think it's a bit much when private companies require this.

It's a form of compulsion. They say either you give your print or you go someplace else, I suppose. Secondly, once they do have the print, they say they'll return it if the cheque is good. But there's nothing to stop them from making a photocopy. Once you start using a man's print, if it is left to the imagi-

nation of human beings, it is endless what they can do with a print. I just wonder what your feeling is on this aspect.

Hon. Mr. Winkler: I must say that at the moment it could not be controlled if it did come in. We are cognizant of the operation, but it is not as yet in Ontario.

Mr. Roy: Unless we decide to pass the bill I am going to present tomorrow before the end of the session.

Hon. Mr. Winkler: We'll have a look at that.

Mr. Roy: Yes. Maybe.

Mr. Drea: Good luck.

Mr. Roy: Thanks, Frank.

Madam Chairman: Mr. Newman.

Mr. B. Newman: Madam Chairman, I wanted to go back to TV repairs. The minister is aware that I introduced a private member's bill concerning a bureau of repair services. Nothing new at all; apparently this type of bureau is in operation in California. Not only is one in operation in California for the repair of televisions, but they also have one for auto repairs.

As far as the television and electronics repairs are concerned, I understand it is funded by registration fees from repair dealers, so that there is no financial obligation on the part of the state itself. The repair bureau in California operates with only a staff of 11 and it is said that it will save the citizens of the state some \$15 million in one year of operation.

They also have, as I had mentioned, a bureau for auto repairs. It is so popular and it has received such acclaim that Florida, Oregon, Indiana, Louisiana, Massachusetts and Connecticut also have set up similar bureaus. I think here is a place, Mr. Minister, where you want to look very carefully at what is being done in other jurisdictions. Introduce something that will overcome the problem of electronics — television, radio, record players, tape recorders and so forth — as a consumer protection device. We just can't let this stay idle as it is.

Hon. Mr. Winkler: Madam Chairman, other representations have been made to me too. I must say that because of the critical nature of the situation and the weight of the representations that have been made to me, I feel it is incumbent upon myself when this

House closes to visit that jurisdiction and view in some depth the legislation that is in force.

Mr. R. F. Nixon: I thought you were going to Windsor. How can you do all those things?

Mr. B. Newman: Can I go along with you, Mr. Minister?

Mr. Roy: Why do you accept those onerous duties?

Hon. Mr. Winkler: Well I have to squeeze it into my schedule. I have to think about all those other things you raised. My time is rather valuable.

Mr. R. F. Nixon: The select committee on tile drainage.

Mr. B. Newman: You are also going to take in the Hawaiian legislation, are you?

Hon. Mr. Winkler: No I am not.

Mr. R. F. Nixon: Going to look over the real estate while you are there so that Mr. Pillgrem won't be forced to go?

Mr. Pillgrem: I have already been to California.

Madam Chairman: Gentlemen, item 5 carried?

Mr. B. Newman: No, Madam Chairman, I have more items that I'd like to bring to the minister's attention. I hope, Mr. Minister, if you really intend to go and see what is being done in California that you come back with some good ideas for the Province of Ontario.

Hon. Mr. Winkler: I may have said it rather flippantly but I am very serious about it.

Mr. B. Newman: You are, are you? Very good, Mr. Minister.

Mr. R. F. Nixon: You'll have to put your name down for the plane. It's pretty well booked.

Hon. Mr. Winkler: Which one?

Mr. R. F. Nixon: Eddie's going to sell Darcy one of his extras.

Mr. B. Newman: You are not going around kicking tires are you, Mr. Minister?

I wanted to ask the minister if he is looking into the problem of home repairs. It seems to be becoming an ever-increasing problem in communities. What is the answer to overcoming the problem of poor, shoddy,

incomplete home repairs that seem to be plaguing all urban areas. The various individuals involved in the repair business seem to prey more on the senior citizen and the widow rather than on the individual who can afford to be taken by an inept repairman. Is the department doing anything at all to control that—maybe to license home repair companies?

Mr. Turner: If we can classify them as itinerant sellers, and some of them are, then we can control them. Otherwise, it is a very difficult situation.

Mr. B. Newman: Then could they not come under the Itinerant Sellers Act?

Mr. Turner: If they make their approach to the consumer on that basis, yes we can.

Mr. B. Newman: Does the department check into complaints to see if it is as such?

Mr. Turner: Yes we do.

Mr. B. Newman: Has the department checked out any of them in the city of Windsor? Here I have an article written by a Diane Martindale from the Windsor Star who has been championing the idea of overcoming the home improvement builder fraud, so to speak.

Mr. R. F. Nixon: She wrote the original Action Line.

Mr. Drea: I was the most successful.

Mr. B. Newman: And she has a fairly comprehensive article published in yesterday's Windsor paper. It shows how even the newspaper attempted to pin down the individual who was guilty of the fraud and was unable to do anything at all. Now would the department; would Mr. Wipp back in the Windsor area look into complaints similar to this?

Mr. Turner: If you send us a specific complaint, we will do it.

Mr. B. Newman: I will turn this over to the department so that they can actually look into this; because the names are all in here. I imagine Mr. Witt got that, but he can't be doing everything back in the Windsor area, Mr. Minister. We should provide him with one or two, three or four assistants, so that he can take care of some of the problems.

Hon. Mr. Winkler: Certainly with all the matters he referred to me, he should have assistance.

Mr. B. Newman: That is right, he needs assistance. May I ask—

Mr. Drea: Just before we close I think it should be pointed out that there is a far simpler solution than throwing it upon your shoulders, and that is what most of the major municipalities have done. They have asked for enabling legislation. They have a licensing commission and they control it quite well—as they do in Hamilton and Toronto—and there is no problem at all.

Mr. B. Newman: By licensing home repairing?

Mr. Drea: Yes, sir, everybody.

Mr. B. Newman: Well, would the minister maybe not make that suggestion?

Mr. Drea: I am surprised that Windsor doesn't have it now.

Hon. Mr. Winkler: I will have a very, very careful look at that.

Mr. B. Newman: I didn't realize this was done elsewhere.

Mr. Roy: You should invite Frank down there to speak to the Windsor—

Mr. B. Newman: Well, Frank did come down and he spoke; and he had a mini-Queen's Park set up in Windsor.

Mr. Drea: Three seats.

Madam Chairman: Item 5 carried?

Mr. B. Newman: No, Madam Chairman, I have several others that I want to bring up. Well, if we had started this a little—

Mr. Roy: Don't let those guys get to you.

Mr. B. Newman: They are not disturbing me at all. May I ask the minister what he is doing or if his department is doing anything concerning licensing; regulating individuals who file income tax statements for citizens? Is there no way that this could be licensed or controlled? Everybody is getting into the game.

Hon. Mr. Winkler: We are not doing it, I know that.

Mr. B. Newman: Yes, I know you are not doing it. I have had complaints from constituents—even from H. R. Block—that their income tax forms were not correctly filed; but what does the individual do?

Hon. Mr. Winkler: As you well know, it is a matter that doesn't really fall within the purview of even, I would say, this government. If it concerns the return of income tax returns, surely the federal government should be concerned about that matter?

Mr. B. Newman: It is a consumer matter.

Hon. Mr. Winkler: Well they are not disinterested in consumer affairs; and where it relates to them, I think they should be in the field.

Mr. R. F. Nixon: You want them to keep getting further and further ahead.

Mr. Roy: They are in the field, and doing a very effective job in the area of advertising.

Hon. Mr. Winkler: In this particular area?

Mr. Roy: No, but this area is one that comes under provincial jurisdiction; they are operating within the province.

Hon. Mr. Winkler: They are operating within the whole country.

Mr. Drea: When you talk about the other one in Ottawa, why don't you talk about this one?

Hon. Mr. Winkler: I will raise the matter with them.

Mr. B. Newman: I think you should look into the whole matter.

Hon. Mr. Winkler: They are obstinate at times, but we do get some co-operation.

Mr. Roy: Do you know what you should do with all those suggestions? Take them over to the policy minister. You know, he keeps wondering what he is doing. Let him think about these things.

Mr. B. Newman: Madam Chairman, the Toronto Sun has operated a Lucky Bucks contest for quite some time. Is this regulated at all by the department? Do they check to see if the individuals actually receive the prizes? Do they publish the names of the winners; or do they supply you with the names of the winners?

Likewise, with the various numbers of the bills recorded, are they actual bills? Do they not simply pull the bill out of a cash register and decide that they are going to use that type of bill in recording the lucky buck for the day?

Hon. Mr. Winkler: Are you lodging that with me as a complaint?

Mr. Drea: You are not attacking a newspaper?

Mr. B. Newman: Is that a newspaper? Oh, I didn't know.

Hon. Mr. Winkler: Are you lodging that with me as a complaint? If you are, I will look into it myself. But otherwise it comes under the field of lotteries, which we haven't reached as yet.

Mr. B. Newman: That wouldn't come under consumer protection?

Hon. Mr. Winkler: No.

Mr. Pillgrem: Is there any fee connected with this? If there is no fee connected with it, it is not a lottery.

Mr. B. Newman: There is no fee. I don't imagine there is a fee, but shouldn't the department know whether this is a legitimate contest at all?

Mr. Drea: There is a fee; you've got to pay a dime.

Mr. B. Newman: Yes, there is a fee then; you pay a dime.

Mr. Pillgrem: Yes, but you pay a dime for the newspaper.

Hon. Mr. Winkler: We will have a look at it.

Mr. B. Newman: Okay, Mr. Minister.

The other item I wanted to bring up is the bank inspection racket that seems to be going across the country. Apparently it has spread from Ontario into Saskatchewan. Is there any way that this could be controlled, where someone comes along and represents himself as a bank officer and asks an individual to go to the bank and withdraw funds and so forth?

Hon. Mr. Winkler: It's fraud under the Criminal Code.

Mr. B. Newman: Nothing to do with your department?

Hon. Mr. Winkler: No, so I am informed.

Mr. B. Newman: Nothing at all?

Hon. Mr. Winkler: Right.

Madam Chairman: Item 5 carried?
Thank you, gentlemen.

Mr. B. Newman: Well, Madam Chairman, I wanted to ask the minister—I've got lots of questions; I've got at least 20 of them here.

Mr. Gilbertson: Why don't you take the whole 20 at once?

Mr. B. Newman: Well, I've got lots of time.

Mr. Drea: Take on the Globe this time and then you are completely blacklisted.

Mr. B. Newman: I am not worried at all.

Mr. Drea: I'm just trying to keep your voice alive.

Mr. B. Newman: May I ask the minister if he is considering requiring manufacturers to put the year label—not a code—on all types of appliances so that when an individual goes into an appliance dealer he knows he is buying an appliance manufactured in 1972 and not one manufactured in 1969. I'm referring to air conditioners, radio and television sets—you name it.

Hon. Mr. Winkler: As I understand it, it is under the Labelling Act, which is a federal statute.

Mr. R. F. Nixon: You are getting pretty fast on your feet.

Hon. Mr. Winkler: No, I'm getting quite slow, and I'm not on my feet.

Mr. Roy: Madam Chairman, I think you should ask for a vote, because the next thing he is going to read here that his lawyers—

Madam Chairman: I think we will hear that one.

Mr. B. Newman: No, Madam Chairman. The members here are very impatient, so I'll—

Interjections by hon. members.

Madam Chairman: Item 5 carried?

Carried.

Vote 1102 agreed to.

Mr. B. Newman: I have a lot more, Madam Chairman, if they are not impatient.

Hon. Mr. Winkler: I'd just like to apologize to the rest of my officials, but we will be resuming the sitting, I guess, at 3 o'clock.

Madam Chairman: Three o'clock tomorrow afternoon.

Hon. Mr. Winkler: Thank you, Madam Chairman.

The committee adjourned at 1:05 o'clock, a.m.

CONTENTS

Tuesday, June 27, 1972

Commercial standards programme, concluded	S-1685
Adjournment	S-1746



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Consumer and
Commercial Relations

Chairman: Mrs. M. Birch

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Wednesday, June 28, 1972

Afternoon Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972



CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

WEDNESDAY, JUNE 28, 1972

The committee met at 3:40 o'clock, p.m., in committee room No. 1; Mrs. M. Birch in the chair.

ESTIMATES, MINISTRY OF CONSUMER AND COMMERCIAL RELATIONS

(continued)

Madam Chairman: The meeting of the social development committee will please come to order to hear the estimates of the Ministry of Consumer and Commercial Relations.

Mr. B. Newman (Windsor-Walkerville): Madam Chairman, if I may start with the minister and ask him if the ministry has any control, or exercises any control, over products on the market which are known to be unsafe. For example, you had—

Hon. E. A. Winkler (Minister of Consumer and Commercial Relations): I am sorry to say, sir, I think we finished with that vote. We are on 1103.

Mr. B. Newman: No, we didn't.

Madam Chairman: Yes, 1103, Mr. Newman.

Mr. B. Newman: No, by no means, I said last night I had a lot more to go.

Mr. F. Drea (Scarborough Centre): We carried it.

Madam Chairman: I am sorry, Mr. Newman.

Mr. B. Newman: You fellows may have, but I didn't.

Madam Chairman: It was carried.

Hon. Mr. Winkler: It is in the hands of the Chairman.

Mr. B. Newman: By no means at all. You asked yesterday if I had any more to say and I said I had at least another 20 items.

Mr. Drea: Then you got into a discussion with Albert Roy and we said "carried."

Mr. B. Newman: It's all right for you fellows to gang up in that fashion, but it isn't so.

Mr. Drea: There were more of you than there were of us when it took place.

Madam Chairman: I am sorry, Mr. Newman, I understood the vote had been carried last night.

Mr. B. Newman: All I can say, Madam Chairman, is that you are attempting to censor me. I know definitely that I mentioned last night that I had more items to bring up. You wanted to hurry up to go into the House and that's just exactly what we did. But we did not pass the vote last night.

Madam Chairman: I think there was mention by some of the members that they were quite willing to stay and finish that vote; and I thought from your acceptance that the vote was carried.

Mr. B. Newman: Madam Chairman, if you look back in Hansard you will find out that it was not so at all. I just corrected Hansard not too long ago. Everyone was in a hurry to—

Mr. Drea: I am not trying to censor you, but I was prepared to listen to you last night and I—

Mr. B. Newman: You were not prepared to listen. The minister had an obligation to be in the House at 1 o'clock and he wanted to be in the House at 1 o'clock. If you want to cut me off, that's all right, Madam Chairman, I don't care.

Madam Chairman: Mr. Newman, no, I don't think anyone is trying to cut you off. I wouldn't like you to feel that anyone had. It was the feeling last night that if you wanted to stay and continue, the committee was quite prepared to listen. Mr. Gisborn, what was your feeling last night? You know I want a fair assessment.

Mr. R. Gisborn (Hamilton East): I was under the impression we carried 1102.

Madam Chairman: Yes.

Mr. B. Newman: Madam Chairman, I'll not say anything then, but in my own mind I still feel that you have cut me off—the committee has attempted to stifle me in making comments.

Mr. R. B. Beckett (Brantford): I'm afraid I'm going to have to press that what Mr. Newman says is correct. We did not carry this. I said "carried" facetiously, so I may be part of the trouble. But he definitely said he had more points to go. If you recall Mr. Roy said in the next one he was going to get after the lawyers, etc. I'm afraid—I don't think we passed item 5 of 1102.

Madam Chairman: I was certainly under the impression that we had and it was signed and accepted as carried.

Mr. Drea: Madam Chairman, I wonder if in the course of this great deal of latitude for some of the votes left—I can understand Mr. Newman's concern about the points he wanted to bring up; as a matter of fact I'll be quite candid with you, I was very surprised that it was carried last night. We have a lot of latitude in here. And if Mr. Newman feels any of them are urgent—

Hon. Mr. Winkler: Madam Chairman, one thing I assure you I will do—I will open up the services of my office to Mr. Newman and I will discuss every point with him, whenever he so desires.

Madam Chairman: Mr. Newman, would you find that satisfactory?

Mr. B. Newman: No, I won't find it satisfactory but I will not make any other comments.

I still think, Madam Chairman, that it's just a ganging up on the part of some of the members of the committee to stifle any discussion in the committee.

I'm extremely disappointed that so many members on the government side would take an attitude such as they are taking. In the discussions last night I definitely said that I had a lot of them—and I thumbed through the files showing how many different items I still had to bring up. But I will not make any further comments.

Hon. Mr. Winkler: Madam Chairman, by way of further clarification, I felt last evening that the vote had carried and had it not been so, I would have returned and we would have probably stayed sitting upstairs. It was the premise on which I left the room.

Now with the concurrence of the committee, I will suggest that at the conclusion of the consideration of the balance of the estimates—because the staff is not here—we will call Mr. Turner and his staff back to give Mr. Newman an opportunity to discuss this point.

Mr. B. Newman: No, I'd rather not bring back the staff, Mr. Minister. I'll save this for next year because you won't do anything for the whole year. I know the department—

Hon. Mr. Winkler: That's a matter of opinion.

Mr. B. Newman: —quite accurately and I'll be able to throw—

Hon. Mr. Winkler: That's a matter of opinion.

Mr. B. Newman: I'll be able to throw most of these things right back at you again and mention that you could have corrected the situation a year ago and—

Hon. Mr. Winkler: I wasn't here a year ago.

Mr. B. Newman: —hesitated to listen to it so—

Hon. Mr. Winkler: I wasn't in the ministry a year ago and you know that.

Madam Chairman: Mr. Newman, I—

Mr. B. Newman: No, next year I'm saying that I will be able to say that.

Hon. Mr. Winkler: That's fine. We'll see about that.

Madam Chairman: Mr. Newman, I'm very, very sorry. Of all the estimates that I've chaired this is the first complaint I have had. I've endeavoured to be very fair with everyone to make sure that they have had an opportunity to talk on each item of each vote and I'm very sorry that this happened. I truly felt that the vote had carried last night.

Mr. B. Newman: I can understand your concern, Madam Chairman, but I've been here for one or two years now and I know the approaches and the methods generally employed by the government benches to attempt to curtail discussion. So I'll say no more and maybe make other comments later.

Hon. Mr. Winkler: I don't think that that's fair because if I had the staff here I'd open it up right now.

Mr. B. Newman: That isn't the approach you were taking about two or three minutes ago when we first started to discuss this topic so I will make no more comments.

Madam Chairman: I think you know we have—

Mr. Drea: The other member of the opposition party thought it was carried too. I don't like this stuff that we are ganging up—

Madam Chairman: Shall we carry on with vote 1103? Is item 1 carried? Item 2?

Mr. Gisborn: On item 2, Madam Chairman, I would like to ask the ministry—as we understand it the Ministry of Colleges and Universities now handles the training programme regarding operating engineers. I would like to know what the connection is now—what part of the operating engineers function is left with your ministry and what relationships there are with the Ministry of Education as to training programmes and the certification.

I understand that likely your function now is only in the registration, licensing and certification of the various trades involved in operating engineers and the Boiler Vessels Act and so on.

Hon. Mr. Winkler: I'll turn it over to Mr. Yoneyama.

Mr. H. Y. Yoneyama (Executive Director, Technical Standards Division): Madam Chairman, Mr. Gisborn, as to the first part of your question, all of the activities of the operating engineers branch have come over to the Ministry of Consumer and Commercial Relations. On the second part of your question, I would believe that the relationship will be at the ministerial level on the question of training of the operating engineers.

Mr. Gisborn: What I'm concerned with is that during the estimates of the Ministry of Colleges and Universities, in a report relative to the estimates, they set out a new training programme. They called it "the modular training programme objectives for operating engineers."

I was concerned about how they were going to break down different groups of operating engineers. As we know, operating engineers have different classes of certification—first, second, third and fourth. We got into a discussion about this new programme.

What I wanted to know is, what is the function of your department in regard to operating engineers, boiler inspection, elevator inspection, and so on, with the training

programme of the Ministry of Colleges and Universities? You certify them and are in charge of the certification and exams at this point, I would take it?

Mr. Yoneyama: Yes. A point of clarification, Mr. Gisborn, I don't think we should introduce at this particular moment the other two branches; the activities that you have mentioned—namely boilers and elevators. I think I would like to confine my comments to the operating engineers branch and the training programme that the industrial training branch had when they were with the Ministry of Labour.

By application—I guess it would be the best way to start this—for those who are presently what we call subsisting operating engineers, the programme is to upgrade those subsisting certificate holders. We do this by assessing their qualifications and introducing them at a base line, at the matrix level.

Depending on what occupation they wish to follow, that branch will then be in a position to identify this and give that particular applicant a definite profile for him to follow. At the conclusion of this—and I'm in no position to indicate that at this particular moment because the programme has not really been implemented to that degree—they will be able to fit into perhaps a little wider, more marketable occupation, and not just the operating engineers.

Mr. Gisborn: Sorry, Madam Chairman, but it doesn't seem to be making sense to me. What is the function of your department in regard to operating engineers? We are under the impression that the operating engineers training programme which has been laid out by the Ministry of Colleges and Universities—is a transfer from the Ministry of Labour to that branch. We had quite a discussion on it and they laid out the programme. It was hard for me to understand how they were going to set up different classes or different types of training—modular blocks of training in between fourth class, third class, second class, and first class engineers who must be certified by an exam from a department of the government. What is the function of your department in regard to the operating engineers? Forget the Ministry of the Colleges and Universities.

Hon. Mr. Winkler: Go ahead.

Mr. Yoneyama: Madam Chairman, Mr. Minister, the operating engineers branch continues to administer the Operating Engineers Act.

Mr. Gisborn: That would be second place in the certification exams?

Mr. Yoneyama: Right.

Mr. Gisborn: Fine. What kind of co-operation, co-ordination or relationship would your department have, in that regard, with the Ministry of Colleges and Universities' training programme to break down those four classes of certified engineers?

Mr. Yoneyama: I don't understand.

Mr. Gisborn: They didn't understand it in the other department either.

Mr. Yoneyama: I think, Mr. Gisborn, one of the difficulties that I am recognizing here is that we are attempting to identify not just the original implementation of this but the final results of this course for the operating engineers. I'm afraid I'm not in a position to make that comment at the moment because I do not have any results.

The actual relationship between the two branches, certainly at the technical level, will be continued discussions between the branch heads of this ministry and that of the Ministry of Colleges and Universities. Hopefully, we will be able, by mutual consultation, to do just the very thing that you indicate—how do we raise the present fourth class engineers to the third class. I cannot answer the question of what this involves until I get a bit more information. The programme must continue for some time.

Mr. Gisborn: We know, or we should know, according to your Act, how you advance; how you first get certified as a fourth class engineer. We know the qualifications to advance to a third, to a second and to a first. That is set out by the Act and the regulations on how you get certified. It is an important industry. It is a responsible occupation because of the hazards involved.

We had lengthy discussions on this subject when the select committee on tradesmen's qualifications and training sat and made their report. During the hearings, there was some conflict between the officials of the Ministry of Labour and the officials of the Ministry of Education as to in whose jurisdiction industrial training programmes should lie. At that time they were in the Ministry of Labour. Since then they have moved the training aspect of trades, in all aspects—the apprenticeship programme, the on-the-job training programme, in conjunction with the federal government, to the Ministry of Colleges and Universities. It seems to me that we are

back where we started with a confused approach to the programme.

If the Ministry of Education—I use the term to refer to the Ministry of Colleges and Universities—is going to set up a training programme to establish classes of operating engineers between fourth and third, third and second—on a modular basis as they put it; it wasn't detailed very much—there must be some very definite co-operation, co-ordination. You are responsible to enforce the Act that spells out how a person becomes certified; by certain months of employment on-the-job; writing exams on the operations of a boiler, and so forth. Then you give him a government certificate so he can go out and work at his trade. There must be a great degree of co-ordination between your ministry which is looking after the Act and enforcing the Act, and any training programme that is going to change the present process of moving from fourth class to first class operating engineer.

Mr. Yoneyama: I can only reply in the affirmative by saying "yes" to your query that there must be co-operation between the two branches. There is a grandfather clause that—if this is the sort of information you want, stop me if I am off on the wrong track, Mr. Gisborn—will allow the present operating engineers branch to continue to issue the certificate under the system as we presently understand it, the one we just went through.

Mr. Gisborn: Those who already hold a certificate in one of the various classes?

Mr. Yoneyama: And I believe the grandfather clause would be something like three years, during which time we would be in a better position to report on the questions that you have posed in terms of how do we finally accomplish this?

Mr. Gisborn: I am very concerned about it, Madam Chairman, through you to the minister. It has always been one of the most important certified occupations in the province. Now we are setting up in another department a training programme to modify or establish in-between classifications for operating engineers and this department seems to have so little knowledge of what the objectives are.

It doesn't seem to me that we can wait for some experience because we have the Operating Engineers Act that has just been reviewed and drafted; that came down last year. After many months before a review board and many debates you arrived at a

new concept in touch with new technology. We have always had the fact that an operating engineer must be certified by the government by a pretty stiff exam; not so stiff for the fourth class, a little tougher for third and very tough for second—very tough because you get into the field of refrigeration and electronics—and first class is beyond the reach of almost 95 per cent of operating engineers.

This certification procedure is set down by Act, and I wanted to know what your ministry's opinion is of this new type of training for this particular occupation, and what effect it is going to have on the system and the process of the certification for the four grades of operating engineers.

Hon. Mr. Winkler: Mr. Shaw, would you care to comment?

Mr. D. B. Shaw (Officer in Charge, Operating Engineers): Mr. Gisborn, I think I can clarify the situation for you. There is a good relationship between the industrial training branch, now with the Ministry of Colleges and Universities, and ourselves.

He worked in close co-operation all the way down the line. What has really transpired is that we realize that the operation of a plant is now becoming a more sophisticated operation than it ever was and the standard of our examination, as we have it today, is not quite competent to keep pace with industry. People representing the operating engineers have been requesting this training course for several years and now it has come about.

The industrial training branch is going to promote this course. The industrial training branch will have three years' grace in which to promote this course, to get it set and really put it on the road. The operating engineers branch will, in the interim, be issuing certificates under the same examination system as we have today—for three years. At the end of the three-year period, the industrial training branch will possibly be taking over the certification of the stationary engineer.

Furthermore, within the next year, that is 12 months from now, the industrial training branch will be taking over all youngsters coming into this occupation. We will not be taking any people into our branch, to be quite blunt about it, around the age of 45 and 50. Today, 85 per cent of our engineers are over 45 years old. We are trying to attract the younger element into the business and this is exactly what the industrial training branch is trying to do. In this three-year

period will be a sort of phase-out of the more elderly people and a coming-in of the youngsters. One will balance the other. There is very close co-operation between the industrial training branch and my office.

If I can answer any other question, I will be only too pleased.

Mr. Gisborn: Yes. I agree that the Operating Engineers Union would agree with the training programme but I hardly think they would agree with the concept that you have enunciated, that is, to replace the 45- to 55-year-old people.

Mr. Shaw: This is just a matter of attrition. It must come.

Mr. Gisborn: A fourth class occupation has been available to many people coming out of plants, who could not continue under the stress of a second class or a first class operation. I hope that we can keep our eye on that kind of a transition.

What I am interested in—I suppose I should let it go at this point because I don't think the programme has advanced far enough to get the proper answers, either here or from the Ministry of Colleges and Universities, in regard to the new modular training programme. I think I'll let it go until we see next year just what has transpired.

Mr. Shaw: I'd like to make one more comment for your edification so that you'll know what it's all about at this time. That is, that automation is completely hitting this occupation today—and we don't have the same amount of registered plants that we had 10 years ago. Legislation has recently been passed which has been cognizant of the new fail-safe equipment and other devices which have been placed on the market. In this age of automation the plants don't require engineers constantly in attendance. Some plants don't require engineers at all. This in itself is cutting back on the number of engineers required.

For this very reason we have to get away from the operating engineer who has the fixed concept of operating a plant; operating by itself is obsolete. We now need a man who is more than an operating engineer. He has to be an operator-cum-maintenance man. He has to know the maintenance field.

This is what the industrial training branch is intending to do—to produce the new operating engineer who can do the maintenance and the operation combined.

Mr. Gisborn: That's right. I think I understand that aspect; the technological improvements in the boiler-house operations, the electronics and the automatic equipment are going to dilute the need for operating engineers and therefore they are going to become glorified janitors or maintenance people. I think I understand that portion of it, but I just wanted to see if I could get any more clarification. I think we'd better let it have a year's experience, and then we'll take a real look at it and see what's happening.

Madam Chairman: Thank you, Mr. Gisborn. Is item 2 carried?

Item 3?

Mr. R. F. Nixon (Leader of the Opposition): Madam Chairman, on the boiler inspection vote, can the minister tell us if his inspectors have the responsibility for the pressure vessels in our atomic plants?

Mr. Yoneyama: Madam Chairman, we assist in the inspection of the pressure vessels, yes.

Mr. R. F. Nixon: I would like to ask further about the business that was discussed in the Legislature yesterday and today—the claim on the part of Ontario Hydro that because of a strike of some of the personnel in the Pickering atomic plant there was some danger which, upon clarification, meant not danger to the surrounding populace but danger to the mechanisms associated with that plant, which I would assume would include the pressure vessels. Does the inspection branch have any responsibility in this connection or is this responsibility left entirely to the Atomic Energy Control Commission or whatever they call it?

Mr. Yoneyama: Madam Chairman, Mr. Minister, the basic responsibility is with the employer or the user of that particular pressure vessel. In terms of requests for assistance in determining this, and we have to be careful when one speaks of strike, we maintain that if the plant is in operation we will do the inspection on behalf of or in addition to what the employers are carrying out themselves.

Mr. R. F. Nixon: If under circumstances such as this or even the circumstances during the last couple of days at Pickering, is there any indication that the mechanisms are not being professionally tended or that there is some feeling on the part of management that

they might be dangerously poorly operated has this department got the power in fact to instruct them to close down?

Mr. Yoneyama: No. This—

Mr. R. F. Nixon: Why not?

Mr. Yoneyama: This comes under the Atomic Energy Control Board which is a federal jurisdiction. We have a working agreement—

Mr. R. F. Nixon: The federal responsibility supersedes the provincial responsibility to inspect and control pressure vessels?

Hon. Mr. Winkler: I think, Mr. Nixon, the significance of your question is the fact that this is boiler inspection and not maintenance; that would be my comprehension of it.

Mr. A. J. Roy (Ottawa East): A distinction without a difference.

Hon. Mr. Winkler: I don't know about that.

Mr. R. F. Nixon: Let's say that in the extremely unlikely event there were an accident there because the apparatus was not properly tended or controlled, the people responsible under this particular vote would simply say it had been inspected and found to be a safe pressure vessel as far as your standards were concerned?

Hon. Mr. Winkler: Quite right.

Mr. R. F. Nixon: Whatever else happens, that's somebody else's responsibility.

Hon. Mr. Winkler: That's right. The user's.

Madam Chairman: Any further questions? Is item 3 carried? Carried. Item 4.

Mr. R. F. Nixon: On item 4, Madam Chairman, I'd first like to point out that the amount to be voted has been reduced, not by a terribly large amount but by about \$80,000. It seems to me that with the greatly increased use of elevators the inspection procedures are becoming more and more critical, although I have the impression that elevators are almost a perfected mechanism now, as long as they are well maintained and regularly inspected. Is Mr. Ehmke present?

Hon. Mr. Winkler: Yes.

Mr. R. F. Nixon: I should know him, I know—

Mr. Drea: Best known man in Ontario.

Hon. Mr. Winkler: I want Mr. Nixon to know that Mr. Ehmke originated from my home town so he is really a responsible fellow.

Mr. R. F. Nixon: He has many claims to fame.

Mr. Drea: Best known man in the province.

Mr. R. F. Nixon: It has always impressed me tremendously as the ministers come and go that within moments of the swearing in, all of the licences in all of the elevators across the province are almost magically changed with the new minister's signature there, with the exception—

Hon. Mr. Winkler:—of this case.

Mr. R. F. Nixon: Yes, in this case, but Fred J. Ehmke goes majestically on.

An hon. member: Up and down, up and down.

Mr. C. E. McIlveen (Oshawa): We want to know if there really is a Mr. Ehmke—

An hon. member: Will the real Mr. Ehmke please stand up?

Mr. R. F. Nixon: There he is. It did occur to me, this is—if you feel a statement coming on Mr. Ehmke don't let us—

Interjections by hon. members.

Mr. R. F. Nixon: It did occur to me, Madam Chairman, and this is not particularly an important point, but as the elevators get flossier and flossier I sometimes feel that the certificates of licence that have to be posted in them get crummier and crummier. It used to be a form that did look as if it had been issued from the office of the branch but now even the august Royal York Hotel has Xeroxed copies of licences stuck-up under a piece of wood instead of being properly mounted. It seems to me that the minister might contemplate something a little snappier.

Hon. Mr. Winkler: Jazzier. Jazzier.

Mr. Drea: Like your shirt.

Hon. Mr. Winkler: I must tell you, Mr. Nixon, the constraint programme got me right between the eyes.

Mr. R. F. Nixon: It might even be cheaper! I don't want to interfere with having Mr. Ehmke's signature displayed prominently because I always feel very confident and safe when his signature is there.

I do have one or two other things to mention. Actually, as I've explained to you, Mr. Deacon isn't present, but he had received some information about the inspection branch, which certainly is highly regarded. There's no doubt about that.

One of the complaints, however, was that, of necessity, the regulations change from time to time. Since an installation contract, I am told, requires from a year to 18 months to be fulfilled, if the regulations change without sufficient notice, the supplier and installer of the elevator may be caught with some additional expenditure which had not been part of the original contract. There is a small problem in this regard and the suppliers are often left picking up the additional cost themselves, so that the elevators meet the regulations as they change.

Associated with this, I am informed, is the fact that the fees for inspection change, normally, from time to time as well. On the last two changes in fees, the notice amounted to about four days. I don't suppose, in the price of an elevator installation, the fee is a significant amount of money but there has been the feeling expressed that sufficient notice so that the cost could be built into the contracts would not be an unreasonable request. I put it forward since it has been communicated to my colleague as something that could be improved.

I wonder if Mr. Ehmke might give us some further information on that?

Mr. F. W. Ehmke (Officer in Charge, Elevating Devices): Yes, we were caught rather suddenly with an instruction to meet the operating cost. The only way we could meet it was to adjust our rates, or schedule of fees, across the board. This came in the last few days of the last fiscal year, and the new rates went into effect on April 1, 1972. Of course, the industry did not get what they thought should be about six months' notice. However, they should also admit that many contracts, a good majority of them, have a clause that if there is an increase in fees, taxes—inspection fees, for instance—it will be added.

We are presently reviewing submissions by several contractors of installations that they sold before April 1. They claimed the contracts were sold two years ago and based on the old rate. Now they're being inspected and tested under the new fees, and there is a difference. I'm not so sure that they are being so severely affected.

Mr. R. F. Nixon: In other words, these changes in rates were introduced at the same

time as, for example, the increase in tuition at universities, which was announced without notice, and was part of that programme of padding out the income in those areas.

Mr. Ehmke: It was the same as what happened to us when we went to buy our automobile licences—the next week we paid \$5 more.

Mr. R. F. Nixon: Right. I wish I'd thought of that! I'd like to ask, as far as the costs are concerned, does this reduction in the amount to be voted reflect the increased income from the higher licensing fees?

Mr. Ehmke: You mean the reduction in our budget?

Mr. R. F. Nixon: The reduction from \$929,000—I'm sorry, it's \$964,000 to \$897,000.

Mr. Ehmke: That is caused by reduction in number of personnel on complement. We have been requested to not fill any vacancies that we had. We have not recruited to replace any retirements or resignations or people who were let go. In order to operate with our present staff we have discontinued some of the services which were non-revenue producing and were the responsibility of the owner, not the department. As we stand now I think we can get along quite nicely.

There is quite a difference between what we had in our budget last year and what we have got this year.

Mr. R. F. Nixon: You are satisfied that the inspection functions are being fulfilled at a reasonable standard even though the staff has been reduced?

Mr. Ehmke: I think we are.

Mr. R. F. Nixon: That is tantamount to saying that you were somewhat overstaffed previously?

Mr. Ehmke: No, we were not overstaffed. We had complement that we had not used.

Mr. R. F. Nixon: What did you do with the money? You gave it back?

Mr. Ehmke: I think no one got that.

Mr. R. F. Nixon: That might be worth looking into, but I don't think I'll take it up.

Mr. Ehmke: Not our branch.

Mr. R. F. Nixon: Let me ask the minister: As a matter of policy was it decided that the elevator inspection branch should be more of a revenue producing service; that you

would reduce those services which were not producing revenue?

Hon. Mr. Winkler: No, not particularly. I think for the reason you mentioned yourself, the industry is becoming a little more sophisticated and I don't think it requires the numbers we had before. As a matter of fact when Mr. Ehmke indicates that he didn't use complement, the jobs weren't filled anyway.

Mr. R. F. Nixon: You mean you just kept voting the money and not spending it?

Hon. Mr. Winkler: Well, I didn't. This is my first year.

Mr. R. F. Nixon: So I've heard. But you are the responsible minister.

Hon. Mr. Winkler: Yes.

Mr. R. F. Nixon: Can you tell me if in previous years money was turned back because the elevator inspection branch didn't require it?

Hon. Mr. Winkler: I will have a very careful look at that.

Mr. Roy: How much of it was turned back?

Hon. Mr. Winkler: I am not prepared to say.

Mr. Roy: Can Mr. Ehmke tell us?

Mr. F. J. Pillgrem (Deputy Minister): I think I can give you that particular item. The estimates for 1971-1972, that was last year, were \$964,200. They actually expended \$906,160, so there was a reduction of approximately \$58,000.

Mr. R. F. Nixon: From what Mr. Ehmke has said I gather that the inspection by departmental inspectors is being reduced as the responsibility is being transferred to the contractors, the owners or the operators?

Mr. Ehmke: That is right.

Mr. R. F. Nixon: Do you inspect these installations on a spot-check basis? How do you assume the responsibility that it is being properly done?

Mr. Ehmke: On the well-maintained installations there is no reason we should be going in every year. It would be adequate to go in every other year if a full maintenance contract similar to that in the Toronto-Dominion building is in effect. In the new towers they have maintenance men on staff practically 18 hours a day. The owners of

that building cannot afford any down time on those elevators because of the volume of traffic. Therefore they must be maintained in top operating condition. The contractor who has the maintenance will have to see that his equipment is kept right otherwise the owners will be objecting. This gives us an opportunity to recycle those on a 24-month period in place of 12 and gives us time to concentrate on those which are not so well kept.

Mr. Gisborn: Do you have any jurisdiction over the qualifications of the service personnel?

Mr. Ehmke: Not of the personnel, but we do register the elevator contractor.

Mr. Gisborn: Does he have to assure you that his employees have some proved qualifications for elevator servicing?

Mr. Ehmke: There are two groups in the field—there is a union group and there is a non-union group. Those belonging to the Elevator Constructors Union are taking part in a training programme that is sponsored by both management and union. The other group are not conducting any training programme at all and they are more troublesome in the field. We hold the contractor responsible for the actions of his mechanics and his staff.

Mr. R. F. Nixon: In your inspections do you require the opportunity to look at the specifications before the installation even begins and charge a fee for that purpose?

Mr. Ehmke: The Act requires that before an installation is commenced, the drawings and specifications must be submitted to the office for approval.

Mr. R. F. Nixon: I wonder if I can ask you, Mr. Ehmke, do you feel, with the sophistication in the business now, that that sort of approval is still as valuable as it once was, since the whole thing is covered by regulation and the new installation must be inspected before it can be put into operation?

Mr. Ehmke: At present, we are still examining drawings and we are inspecting all new and altered installations before they go into service. If they conform to the Act and regulations, the code and the drawings, whatever it may be, we will authorize a licence to operate. If not, they are not permitted to go into service.

Mr. R. F. Nixon: In your experience, are there often changes in the original specifications before the actual work begins?

Mr. Ehmke: Yes; we do get quite a number of revised drawings and specifications—

Mr. R. F. Nixon: Thank you.

Mr. Ehmke: —either before the job's finished or after we have inspected it.

Mr. B. Newman: Madam Chairman, may I ask Mr. Ehmke if the department checks on the construction hoists before they are put into operation, as they're transferred from one job to a new job?

Mr. Ehmke: Yes. Before a construction hoist is erected, the supplier or the person wanting to install it must make application for permission to install that hoist. On the application he must state whether it's for carrying workmen, material or both. If it happens to be workmen he must submit drawings and specifications for approval, the same as we do for elevators.

When he gets permission to erect it and before the hoist is put into operation, he must call for an inspection. We witness load tests and safety tests. The supplier or the owner conducts the tests and our inspector stands back and observes the tests being conducted. If it responds satisfactorily, he will give the user an application for a licence. He completes it, and gives it back to the inspector along with the inspection fee and the licence fee. Then we issue a licence for it to be operated. Each time it is extended another inspection is made.

Mr. B. Newman: When you refer to extended, that is where they elevate it for a building?

Mr. Ehmke: Yes. That's right. If there's any complaint, we go back on it. They're inspected at regular intervals. We have found that by keeping a very close watch over them the construction hoists today are more like elevators than they ever were. They are much safer pieces of equipment in the field. We're quite proud of what's taken place in that industry.

Mr. B. Newman: I've noticed in the US there have been incidents when the whole hoist has collapsed. Is that as a result of faulty inspection on their part, or is that—

Mr. Ehmke: You mean a tower hoist?

Mr. B. Newman: The whole tower, yes.

Mr. Ehmke: Not very many. It's a case of overloading usually.

Mr. B. Newman: No. This happened in a windstorm I read about in the Detroit paper.

Mr. Ehmke: I would have to know the exact case before I'd be able to quote on it.

Mr. B. Newman: Okay. There's no such danger here at all with a thing like that, because of your inspections?

Mr. Ehmke: An inspection doesn't ensure that somebody isn't going to come along and drop twice the load on to a hoist and then try to lift it.

Mr. B. Newman: Yes, but you haven't run into that problem at all, have you?

Mr. Ehmke: We have had some of them, but not many.

Mr. B. Newman: The overloading is really not much of a problem as far as Ontario's concerned?

Mr. Ehmke: No. There are certain devices on it so that they can't lift the overload.

Mr. B. Newman: May I ask, Mr. Ehmke, if hydraulic devices are also included in your inspection?

Mr. Ehmke: Such as?

Mr. B. Newman: Furniture loaders at the back end of trucks and things of that sort.

Mr. Ehmke: No.

Mr. B. Newman: None of that? What do they call it that Hydro uses for extension on trucks?

Mr. Ehmke: Cherry picker?

Mr. B. Newman: Cherry pickers.

Mr. Ehmke: No.

Mr. B. Newman: The type of device that they use at the back of the buildings here for cleaning purposes?

Mr. Ehmke: No.

Mr. B. Newman: None of that. Okay. How about escalators?

Mr. Ehmke: Yes.

Mr. B. Newman: Is there any safety device on an escalator for an individual to stop the escalator at any time if he is confronted with an emergency?

Mr. Ehmke: Yes. There are emergency stop buttons which are well marked by signs,

with arrows pointing to the button. The buttons are red and the arrows are red on white background.

Mr. B. Newman: Are they on the local subway here?

Mr. Ehmke: Yes.

Mr. B. Newman: I've never been able to see one.

Mr. Ehmke: Oh, yes. Too many people blocking your view.

Mr. Drea: Don't get caught looking.

Mr. B. Newman: I'll look for it tonight. That's all I had to ask, Madam Chairman.

Mr. Gisborn: Could I ask one question for my own edification? How do you qualify your inspectors?

Mr. Ehmke: In order to qualify as an elevator inspector in our branch, he must have at least six or seven years' experience in the elevator industry as a mechanic in maintenance, construction or service work, a grade 12 education and—one thing we've found—he must be healthy. Anyone who had ever had a back injury just can't take it. He must write an examination and, in order to qualify, obtain 60 per cent on that examination. We also put him through a training programme on a probationary basis. If he doesn't make it within 12 months, he won't continue as an inspector.

Mr. Gisborn: On that basis, do you have any trouble getting people with the pre-employment qualifications, such as service in the elevator construction industry or in manufacturing companies?

Mr. Ehmke: We had in the past. We have experienced difficulty in recruiting.

Mr. Drea: How much do you pay them?

Mr. Ehmke: Pardon?

Mr. Drea: How much do you pay?

Mr. Ehmke: Gee, I haven't even got my rates here now.

Mr. Drea: Roughly.

Mr. Ehmke: Yes, hour for hour, we are paying practically what the industry is paying.

Mr. Pillgrem: Is Mr. Williams here?

Mr. Drea: For a constructor or for a maintenance man, when you say hour by hour?

Mr. Ehmke: Elevator mechanic.

Mr. Drea: Pardon?

Mr. Ehmke: Elevator mechanic.

Mr. Drea: Mechanic. A maintenance mechanic?

Mr. Ehmke: I think after the man reaches his third year he gets \$228 a week.

Mr. Drea: Okay, well, that's the elevator constructor, sir.

Madam Chairman: Item five.

Mr. B. Newman: Madam Chairman—

Madam Chairman: Yes.

Mr. B. Newman:—I wanted to ask the minister, now that Dome Petroleum is transporting some two million barrels of propane gas from the Sarnia refinery, or its Sarnia plant, to the salt caverns, the salt mines, in the city of Windsor, does your department have any controls over the transportation of that? Or over the storage itself and over the release of the propane from the storage? I am particularly concerned with any safety hazard that may be involved in either the release of the gas or accidents that may be caused with the use or transportation of propane gas in the Windsor area.

Hon. Mr. Winkler: Mr. Newman, it is a divided responsibility. Although I understand a bit of it, I don't understand the entire situation of the above ground and underground transportation of gas. I'll let Mr. Yoneyama answer you.

Mr. Yoneyama: Yes, the Dome, as you have indicated, sir, is in federal jurisdiction. On the surface operations, although they are federal, we again do as much as we can in the interest of safety—we do assist on inspection upon request. Again, the concept is that the primary responsibility is with the employer.

Mr. B. Newman: Has your department inspected the caverns themselves, the salt mines in the Windsor area, to see if they are safe for storage? I would assume they would be safe; I doubt they would ever think of going there with the idea of losing liquid propane by means of escape. Your department hasn't done any of the inspection at all?

Mr. Yoneyama: No, Madam Chairman, the underground—

Mr. B. Newman: Is that inspection, to the best of your knowledge, the responsibility of the federal authorities?

Mr. Yoneyama: The Department of Mines.

Mr. B. Newman: The Department of Mines? The federal Department of Mines?

Mr. Yoneyama: I think it would be provincial. It would be an overlap—

Mr. B. Newman: The Ministry of Natural Resources?

Mr. Yoneyama: There should be a double coverage.

Mr. B. Newman: I asked the Minister of Natural Resources that question; but I noticed here, under the objective of this department—to ensure that gasoline, natural gas, propane fuel and fuel oil are transported, distributed and utilized safely. So you would have the transportation of the propane from Sarnia to the Windsor area; you would likewise have the distribution from the Windsor plant to users throughout the province. I would assume that you would have some substantial responsibility there?

Mr. Yoneyama: Madam Chairman, the distinction that I'd like to bring to Mr. Newman's attention is, if we are speaking in terms of interprovincial concerns, as opposed to activities within the Province of Ontario. I'd like to make this distinction: Those areas which are within the province are in provincial jurisdiction. Those which start crossing boundaries are more under the federal jurisdiction.

Mr. B. Newman: In this instance these originate in Sarnia and are shipped to Windsor. They are now planning a pipeline rather than transport it by railroad tank car. In fact, they've started already and within the course of the year have transported two million barrels of liquid propane.

I have had constituents from the area contact me and they wanted assurance that there would be no element of danger involved either from seepage or from other methods by which propane might escape.

If two million barrels let go, Essex county might be completely eliminated! I don't think for one minute there is that element of danger at all. Could the minister assure us that there is no danger at all with the storage and the use of it, as it is presently being shipped?

Hon. Mr. Winkler: I will call on our Mr. Jones.

Mr. H. T. Jones (Officer in Charge, Energy): Actually, Mr. Newman, on your question as to the safety of this installation, it is an extremely involved application.

As Mr. Yoneyama has pointed out, there is federal jurisdiction because this is part of a system proposed for transportation of liquified petroleum products, including propane, from Alberta to Toledo—and this is only an intermediate part. Admittedly, they are endeavouring to get the storage aspects into operation to avail themselves of the surplus propane products available this summer.

As related to the safety part of the installation, we have had a man at the facility for two days this week establishing that the safety requirements of evident concern are met even though we do not have jurisdiction. This is National Energy Board jurisdiction because of the international aspect of the whole undertaking.

Mr. B. Newman: Mr. Jones, you mentioned the liquid petroleum being shipped from Toledo. To the best of my knowledge, this liquid petroleum being stored there now is being shipped by railroad from Sarnia to the Windsor area, not from Toledo; it's really an interprovincial shipment. The intention is to pipeline it from Sarnia into the salt mine in Windsor; it does not come from Toledo at all.

Mr. Jones: I beg your pardon, Mr. Newman. If I said shipped from Toledo, I did not say what I intended to say. The propane originates in Alberta. It is pipelined down the interprovincial pipeline from Empress, through the States and into Canada at Sarnia.

At the Dome plant the separation occurs, and they will this summer be railroading the surplus propane from Sarnia to the salt storage in Windsor. I understand this is to be done in 20 jumbo car shipments by rail. Eventually, there will be a transmission line that will pick up at the end of the interprovincial line and transport this gas to Toledo.

Mr. B. Newman: From the Windsor area? No?

Mr. Jones: From Empress, Alberta, to Toledo. The storage area in Windsor is a facility to make the whole undertaking feasible. In this you get into the whole concept of pipelines—is a convenience to make the undertaking feasible.

When I said that this is involved as far as government responsibility is concerned, I meant just that.

Mr. B. Newman: The safety factor of the storage in the Windsor area is a prime responsibility of this department, is it? And of this ministry?

Mr. Jones: Partly, Mr. Newman. I emphasize that our inspection was related to the surface facility. Now, the underground part, where they are storing the propane in an evacuated salt dome, is really a geological undertaking. I know in the old branch setup, some of our geologists were involved in this. However, geologists of the former Department of Mines had the responsibility of the salt well while it was producing salt. Mines now is part of Natural Resources, and those same people would still be involved.

I am not certain as to the federal-provincial relationship; I would assume, though, that their communication with the federal authorities is like ours. On safety matters, our communication is only as far away as the nearest telephone and, strange as it may sound, we engineers do exchange views and we do endeavour to see that the required safety regulations are implemented, whether they be federal or provincial.

Mr. B. Newman: Thank you, Madam Chairman.

Madam Chairman: Shall item 5 carry?

Mr. R. F. Nixon: Does the minister recall an inquest about a month ago into the death of a girl who had died of asphyxiation in the Toronto area? I should have that clipping here and I don't. It was indicated in the inquest verdict that the flue of a gas furnace had been inspected and approved a few months before but that the gases escaping from the flue, which upon examination was found to be full of holes, had caused the death.

The implication was that either there should be more frequent inspection—on the part of the gas company, I presume—or that the inspection had not been adequately carried out, and the death was attributed specifically to the fumes from the installation. I regret I don't have the names here, but it was in the newspaper no more than three weeks ago. Is the minister aware of that case?

Hon. Mr. Winkler: No, I am not, but I think the department did investigate it. As

for the technical aspect of the accident, I will let Mr. Yoneyama answer.

Mr. Yoneyama: Maybe I can just read this, Madam Chairman, if I may:

The condensation in the vent connector resulted in the failure of the connector, which allowed products of combustion to recycle, thereby producing ever-increasing quantities of carbon monoxide.

The installation had been inspected by the Consumers' Gas Co. in 1969, and it was reported to be in a satisfactory condition. Our energy branch inspector's investigation on April 26, 1972, after the accident, showed the production of unacceptable quantities of carbon monoxide.

Between these dates, something occurred to cause interference with the proper combustion of the gas. This resulted in a drop of the temperature of the products of combustion sufficiently to close their dewpoint to allow some water vapour to condense into liquid form within the vent connector. The water thus provided contributed to the accelerated corrosion of the metal in the vent connector.

This is a technical report I am reading.

Mr. R. F. Nixon: I appreciate that, and just for clarification, the Consumers' Gas Co. had found it safe at the date that you mentioned?

Mr. Yoneyama: Yes.

Mr. R. F. Nixon: But the inspectors responsible to the department had also inspected it?

Mr. Yoneyama: After the accident.

Mr. R. F. Nixon: After the accident? Oh, and they found unacceptable buildups of carbon monoxide?

Mr. Yoneyama: If I may state a personal opinion here, I think we are again confronted with the fact that the chimney is part of the premises, which is not to say that the gas burner isn't as well, but I feel the owner's responsibility should also be introduced in this case. If there is a defective chimney, I think that's one concern. If there is a defective burner, whether it be gas, oil or anything else, it is still the owner's prime responsibility with the company supplying the natural gas, in this particular instance, providing the service for them. It is most unfortunate that this has happened and, to prevent a recurrence, it is very difficult to pinpoint what actually took place other than the fact that

the technical report indicated there was excess water vapour from which we must conclude that there must have been some improper combustion. The question is how did this come about? It is pretty difficult to identify how this improper combustion came about.

Mr. R. F. Nixon: You are satisfied that the inspection carried out by the gas company was proper and that there was no way they could have turned up this problem before the accident occurred?

Mr. B. Newman: How about mobile homes and trailers? They use liquid propane. Are they inspected? Are the units themselves inspected by your department? Are they approved by your department?

Mr. Jones: Not totally. By not totally, what I mean is if a visitor from the States crosses the bridge at Windsor and brings in a trailer so equipped, we really have no way of getting at him. We have had unfortunate accidents with them.

However, with the trailers that are offered for sale in Ontario, be they manufactured anywhere but offered for sale at the retail level here, we have attempted to give 100 per cent inspection to the family-style trailer in regard to propane installations, because we know that until the industry becomes more knowledgeable there is some control that we have to exercise. So, to answer your question, 99.9 per cent of those that are offered for sale at the retail level are inspected by our men.

Mr. B. Newman: In other words, trailers brought in from the US which may have propane units for heating purposes, or cooking purposes, would receive some type of tag of approval from your department?

Mr. Jones: That's right.

Mr. B. Newman: Providing they are going to be sold in the Province of Ontario?

Mr. Jones: For sale and use in the Province of Ontario.

Mr. B. Newman: Right. Then if there is very little element of danger once your department does inspect it—your department is very thorough in that—how come, every so often, we read of asphyxiations as the result of the use of the propane burners?

Mr. Jones: This again is a very simple question to state but a complicated question to answer, because there are so many variables

introduced, one of which is the purchaser may add an appliance the next week. If he is not knowledgeable in this field he can create a dangerous situation for himself. Propane vapour is heavier than air which makes it, by its very physical nature, more dangerous than natural gas, because natural gas is lighter than air. If you have a small leak of natural gas in this room, and it is vented, nothing happens really. But if you have a small leak of propane gas it will build up until it gets to the lower limit of flammability and as soon as ignition is introduced it will explode.

Mr. B. Newman: Okay.

Madam Chairman: Shall item 5 carry?

Mr. R. F. Nixon: Just one other matter, are these mammoth transportation tank trucks, usually tandem, carrying gasoline for distribution to all the service stations, covered by some special safety procedures? They are really just like rolling atom bombs, it seems to me.

Mr. Jones: Yes. As an engineer concerned with safety, this is one aspect that has always befuddled me. We have had public concern about propane, even in small quantities, and yet these monsters rolling on the highways with gasoline pack more energy and if something happens you have a real problem. The difference being, of course, that the propane is in a pressure vessel. It requires modest pressures to maintain it in the liquid phase, whereas gasoline is liquid at atmospheric conditions. If you do have a rupture of the gasoline tanker there is no gaseous explosion as well. This is the advantage of gasoline.

We licence the vehicles for the safety of the gasoline valves and such features of the container part of the truck. We make sure that the safety valves are the correct ones and we have bi-annual inspection to check that the trucks do not get into a corroded condition, for spillage of fuel and so forth.

Madam Chairman: Is item 5 carried? Carried. Item 6. **Mr. Gisborn.**

Mr. Gisborn: I want to raise a question under energy. Prior to last April there was quite a controversy in regard to the Grand River Gas Co. terminating its services, as I gather from the press report, to 50 or 60 homes in the town of Canfield-Haldimand county area. I wondered if he could tell me what emerged from that situation.

It concerned a lot of people—I had several calls from disturbed residents even though it

wasn't part of my riding. I followed the press reports on it and it seemed to me that there was some area in the legislation, the franchise holder's responsibilities, that was treated very lightly. Could you tell me what eventually took place? Was the request, the application, to terminate services granted? What happened eventually to the gas users in that district?

Mr. Jones: Mr. Minister, the hearing on this matter has been held before the Ontario Energy Board. The board has reserved judgement so I really don't think its reasons for decision, and the decision, have come down yet. With your permission sir, I can touch briefly on it. I have information on the hearing and it was a situation in which the small gas company's supply of gas petered out to the point where they were purchasing quantities of natural gas from Union at not too-attractive prices. The fact was that their system required so much maintenance and repair that it wasn't a feasible undertaking to continue supplying the customers. Before the Ontario Energy Board, as required under the board legislation, they requested permission to discontinue the franchise. I'm not certain that the board has yet come down with its decision and released its reasons for decision.

Mr. Gisborn: Mr. Chairman, let me relate another concern to try to clear up in my own mind just what the procedures are. I understand that when the Union Gas receive franchise rights from a municipality, they are responsible or obligated to supply gas to that community on request—at least this is the information I get. In the sense that if a person, on a street, requests to have natural gas piped to his home, they must run the pipe down that street to get it to his home. Of course the cost is his own from the main pipe to his home.

The experience I had myself was I woke up one morning with the neighbours banging on the door, and they complained about the gas company moving in, all of a sudden, at 7 o'clock in the morning. They had the diggers on their lawns and they were digging up a two-foot strip down the street.

They got to my driveway and started into my driveway. I said, "At least give me time to get my car out; I've got to move this morning." They said, "You had better hurry up." I took my car out and went back into the house and I spoke to some of the neighbours. I called the city clerk's office to find out just what the rights were. He said "That

is city property and they have the franchise and we've given them permission. Their franchise grants them that permission."

When I came back off the phone there was a chap at the door with a little notice: "Please be prepared that on this morning we are going to come down and dig up your lawn and put in a gas pipe." I said, "Thank you very much. If the boys want a coffee tell them to come on in."

We had some trouble getting the lawn repaired; all of the neighbours did. They sodded them three times before they got them up to grade again; they didn't tamp them properly—of course, this is a mechanical thing. The thing that bothers me in this case—and I related to that because of this case—was the information I received on inquiring; "Yes, they had to move in when one person requests the gas." This was their obligation under their franchise. I want to relate to the Canfield situation. Would not the Union Gas Co. be obliged under franchise to supply those 60 homes with Union Gas?

Mr. Jones: This would be a personal opinion only, and that would be "no." However, I really think that the question is one that should be more correctly put to the Ontario Energy Board which has the responsibility on these matters—the Municipal Franchises Act, the Public Utilities Act and the Ontario Energy Board Act—they are all covered under various parts of those pieces of legislation.

Mr. Gisborn: For my own edification, does the board come under your department's direction at all?

Hon. Mr. Winkler: No. I think that is under Natural Resources.

Mr. Gisborn: Natural Resources. I see. That's the point that intrigued me because the 60 people, from the report I received, were quite disturbed. It would be a heavy cost for them to put in their own new type of heating or energy for cooking. It was just beyond their means. They would, in a sense, be left without any means of carrying on their household without some kind of heating provisions.

It was suggested that they would be compensated if they put in propane facilities. I don't know what that means—whether they just buy the appliances suitable for it and then have a propane tank attached to the home, but this didn't seem a proper thing to impose on the group of elderly people concerned.

If that is where I have to get the answer, I suppose I'll have to try it there. But from the information I have received the Union Gas has franchises in that municipality, and lines there. I would think that it would follow that if one person in that district demanded the service it should be supplied under the franchise. This would be the sensible, the humane way to correct this situation. If you, Mr. Minister, have any influence whatsoever, I'd like you to refer this particular problem to the Ministry of Natural Resources.

Madam Chairman: Thank you, Mr. Gisborn. Mr. Beckett. Do you have a question?

Mr. Beckett: Thank you, Madam Chairman. Just on the point Mr. Gisborn has raised, I believe that very often it depends on the original terms of the original franchise of the gas producer or wholesaler-retailer in a community. For instance, in Brantford they have taken over a franchise from Dominion Natural Gas. At that time the community required them, in order to get this franchise, to put in services if there were, say, five requests within so many building lots.

I am not familiar with it, but I believe that there is quite a variance in the requirements. Many municipalities were better bargainers than others and they said, "You can't have this franchise unless you will provide it to everyone." In some places this caused premature bankruptcy of some of those gas companies because somebody was a long way out and wanted gas. It goes back in many cases to very old franchises.

Madam Chairman: Thank you, Mr. Beckett. Is item 5 carried?

Mr. Gisborn: There is one point I would like to mention. I had a note on this page regarding the pensions committee. The Ontario Pension Benefits Act comes under your department, that's correct? Is there any place in the estimates that shows the budget? Oh, it was on vote 1102, was it?

Hon. Mr. Winkler: Yes, that's right.

Mr. Gisborn: Under what item would that be?

Hon. Mr. Winkler: Financial institutions. We had Mr. Bentley here for that purpose. Maybe we can answer your question.

Mr. Gisborn: Yes. I just didn't see any estimate referring to it.

Hon. Mr. Winkler: Oh, I see. No, it's been—

Mr. Gisborn: The operation of the commission—they operate as a commission?

Hon. Mr. Winkler: Yes.

Mr. Gisborn: Have we had a report? Has there been a report of that commission tabled in the last few months?

Hon. Mr. Winkler: I haven't had it as yet this year.

Mr. Gisborn: But there is a yearly report tabled is there?

Mr. Pillgrem: I don't know whether the legislation requires an annual report, Mr. Minister.

Hon. Mr. Winkler: It is one of the new divisions. I am not sure either, but I shall inquire for you.

Mr. Pillgrem: I could certainly arrange to get it for you.

Mr. B. Newman: I asked questions of Mr. Bentley yesterday and he phoned me up to-day to give me the answers. He was most co-operative.

Mr. Gisborn: What I want to know is how often has the commission met and in what areas is it functioning at the present time? I was interested in the comment in your document you sent out—without reading it again—that its function was to promote the establishment of pension plans. I don't think that's correct, is it? What does that mean? I thought it was to make sure that pension plans established were registered properly, and so on—

Hon. Mr. Winkler: Right. Funded properly and so on.

Mr. Gisborn: —and not to promote the establishment of funds?

Mr. Pillgrem: Mr. Gisborn, I believe they like to think, certainly, that they have assisted in the development of pension plans and have provided assistance in this area. The statements in the estimates with regard to these particular programmes sometimes are done very quickly within the new ministry—frankly, they were this year—and might not be completely accurate. I certainly hope they were, but there could be inaccuracies.

Mr. Drea: I can see how in certain areas it would be justified in saying it is promoting. It has made pensions much more feasible in construction, where there are small employers, seasonal employment and so on. I agree with

Mr. Gisborn, though, that it was a regulatory body. Through its regulatory work and some of its studies, such as Mr. Newman and I were suggesting last night, it can make pensions more adaptable to companies that heretofore have thought that pensions were outside their scope. I'm all for it.

Mr. Gisborn: I'd just ask, Mr. Minister, if your department would send me what reports are on file now.

Hon. Mr. Winkler: Yes, sir.

Mr. Gisborn: Maybe last year's, and I'll wait for the next one to be tabled.

Hon. Mr. Winkler: I certainly will.

Madam Chairman: Is item 5 carried?

Carried.

Item 6.

Mr. R. F. Nixon: On item 6, Madam Chairman, I hope the minister is going to tell us that in the next few days there's going to be a publication establishing uniform building standards. We heard about this from his various predecessors for many months and years. We are now asked to contribute another \$170,000 toward the research that will have to go into that uniform building standard. For an uninitiated person like myself, I can't see what the delay is. You've had a potful of money; you've had a lot of experts. It's been policy to establish it. Why don't we have it?

Hon. Mr. Winkler: There are some very important inherent difficulties, as far as we're concerned, in bringing this forward. We have examined what's happened in other jurisdictions and there have been some errors. We're going to endeavour to do this without error—

Mr. R. F. Nixon: You won't be able to.

Hon. Mr. Winkler: Had it been possible, I would have had a bill in the House before this. I'm not going to say that there isn't time now, but I can tell you that we are not quite that prepared at this moment. We will be in the fall when we reconvene.

Madam Chairman: Any further questions on item 6? Carried?

Carried.

Item 7, carried.

Vote 1103 agreed to.

On vote 1104:

Mr. R. F. Nixon: Madam Chairman, this is quite an interesting vote. Once again, I

would be critical of the establishment of these estimates, in that they do not break up item 1 to some extent, or at least that the information is as vague as it is here. In spite of the remarks I made at the opening of the estimate, the minister's answer didn't clarify things as far as I'm concerned. It appears that we are asked from our own revenues to vote \$2.7 million for the regulation of horse racing, and that \$2.1 million is actually pumped back into the industry. I think that before we vote this, we should have a list of those breeders who have received awards, and in what amounts. And whether the minister predicts, with these funds we are asked to vote in the next year and, let's say, the development of an offtrack betting programme, that the industry is going to prosper. Or, whether, as the president of the Jockey Club said a few days ago, it's going to continue to lose money or at least its profits will continue to decrease because of these offtrack betting procedures which, in fact, decrease the track handle.

Hon. Mr. Winkler: To begin with, I think that we did discuss very briefly during an evening—or last evening—

Mr. R. F. Nixon: Monday evening.

Hon. Mr. Winkler: —the division of money as far as the provincial revenues are concerned. Did we do that down here?

Mr. Drea: Yesterday.

Hon. Mr. Winkler: Where did we get at that? We were on the first vote, that's correct, in response to the member for Ottawa. If you want, I would be pleased to go over that again.

Mr. R. F. Nixon: Have you got a list of those people in receipt of breeder's awards?

Hon. Mr. Winkler: I don't have that in front of me for distribution—

Mr. R. F. Nixon: You better believe it.

Hon. Mr. Winkler: We have the list. It's just a question of whether we can distribute it to the whole committee

Mr. Drea: Do you want both?

Mr. R. F. Nixon: Both, sure.

Hon. Mr. Winkler: Do you want me to supply it to the committee? We'll make that effort, if you wish.

Mr. R. F. Nixon: Yes, I'd like to have a look at it.

Mr. Pillgrem: Mr. Nixon, there are 922 different items. There are many pages of it, but I see no reason—

Mr. R. F. Nixon: It has been distributed in the past, and I tell you, Mr. Pillgrem, I think it would be of some interest. As a matter of fact, it might even have been an appendix to the annual report of the racing commission, although, if it is that lengthy, perhaps that wouldn't be possible.

Mr. Pillgrem: There are 900 in the standardbred group, sir. It doesn't indicate how many in the thoroughbred group, but there are a number of pages of thoroughbreds.

Mr. R. F. Nixon: I'm sure you're aware of the point that that list invariably verifies—that is, that a large part of those funds are payable to many small farm operators who have an intense interest in the improvement of the breed. They want to make some money out of it as well and nobody can blame them for that. Many of them do quite well on the tracks, winning the purses and selling stock both here and elsewhere and there is no objection to that.

Where it does seem to be almost insupportable is that the big payments are to those huge, well-financed establishments with the fancy names like Windfields Farm and so on. That's the one that always occurs but there are others, you know.

Mr. Drea: National Stud.

Mr. R. F. Nixon: Right. It really is very difficult for the members of the Legislature to vote approval for the expenditure of money to help E. P. Taylor improve his stable. I tell you, it's tough to do that, particularly when he took all his loot and moved it out of the province down to Nassau. For us to write a cheque out for him is extremely difficult for me to approve, I'll tell you that. Now I don't know what the answer is because this is getting to be big business; we are going to have—God, this is an awful committee room—we are going to have—

Madam Chairman: Move down here to the front.

Mr. R. F. Nixon: —more and more opportunities for the small operator to participate in the racing sport and, just as important, the racing business. I would put it to you, Mr. Minister, that you should get the Management Board or somebody to determine some means whereby there is a

limit on the payments made to an individual participant, and that you can at least justify these payments as supporting the extension of the quality of the breed through more than just these major participants. I've said this many times and so have other politicians, but it's a tough one to swallow—I'll tell you that.

Hon. Mr. Winkler: I want to assure the member—and I don't want him to come back and tell me it's the same answer in every case—but early on when I assumed this portfolio, I did have discussions with the commissions. I think without using their language, they felt the time was here when that particular award formula should be reviewed and that is now taking place. Again, I'm not going to say that it will completely satisfy you in that regard when it's finished because there are some peculiarities, but that may change with an entire change in the formula. It's going to change, and it's being considered right at this moment.

Mr. Gisborn: Is it going to change in the sense that it's not going to say down here, "This amount for promoting thoroughbred racing"—do we understand there are still going to be awards that are going to the breeders?

Hon. Mr. Winkler: There certainly will still be awards. I don't think that Mr. Nixon's complaining about the awards.

Mr. R. F. Nixon: No.

Hon. Mr. Winkler: No. Okay. Fine.

Mr. H. C. Parrott (Oxford): Mr. Minister, I don't know whether this particular committee has had the advantage of a very small operator speak on this particular point before, but with a very modest stable—

Mr. Drea: All of one.

Mr. Parrott: No, a little better than that, Frank! I think there are some points that should be raised in defence of this system. I'm not far enough into this really to know all of the implications, but I have spent a little time thinking about this particular thing and working in this regard.

As a very small operator, I don't feel badly about the larger operator. In the area that I am interested in, of course, it's Armstrong Brothers and the Armbro Farm which are the large operators. They do offer their stock for sale, and I think it's on a very open bid. Relative to the amounts of money that I

see transferring hands below the border, I think they are doing more for us here than the large operators south of the border. They have done more to assist the small farmer, if you will, or the small owner, than their counterparts south of the border.

That doesn't give them justification; I'm not proposing that as an argument. I think that if we talk about stud fees for instance, when you compare the very best of the horses here in Canada—and of recent years there have been some very good ones—fees are quite acceptable.

Mr. Roy: Do you have a conflict of interest?

Mr. Parrott: Secondly at our yearling sales you can purchase practically any of that stock and I don't think we should deal too harshly with them. I agree that the small operator needs more help, and if your move was toward that point I would welcome it. But more particularly I'm sure that there are—

Mr. R. F. Nixon: You can see that he needs it desperately.

Mr. Parrott: —other operators who might even need it as badly—not many more, but—

Mr. R. F. Nixon: We might have to look at our whole philosophy on this again.

Mr. Gisborn: I like to play golf, how about you, Frank?

Mr. Parrott: I think a lot can be said. Certainly it is terribly misleading, when we do get these lists—they are supplied to anyone who is a member of the association—of the people who receive the awards. It's very much in direct relationship to (a) the quality of the horse and (b) the number of horses. It's pretty unfair to suggest that the large farm is getting more than its share, if you will, in that sense. It is not. I think it is contributing as much to the improvement of the breed as the small owner. He is not spending as many hours—

Mr. R. F. Nixon: Why don't you make awards to the Holstein breeders, then? They seem to make it on the supply-and-demand business. Steve Roman's got a lot of Holsteins; he could probably use some help.

Mr. Parrott: I think there are a fair number of aids for the Holstein breeders' association and—

Mr. Beckett: How about Guernseys?

Mr. Parrott: I'm from the fine county of Oxford; I'm not going to knock any help that we could give to the black and white society, but—

Mr. R. F. Nixon: Coming from Oxford that is a very safe decision.

Mr. Parrott: They are acceptable in either county regardless of whether their owners are right or wrong. People might observe that there is another word between right and wrong.

Mr. R. F. Nixon: Some of those Holsteins are pretty good trotters.

Hon. Mr. Winkler: That's the kind you don't buy.

Madam Chairman: Don't bet on it.

Mr. Parrott: I would encourage you, Mr. Minister, to do as much as you can for the small operator, not only in the breeders' awards but in increasing purses at the small tracks—which is another area along the same line where we desperately need some assistance.

I think there is a point here when you look at the amount of revenue going to the province in tax—\$12,400,000 and some amount, if I read this correctly, and the total of purses is \$9,500,000.

In other words, the province is obtaining more in the way of tax than the total amount of purses.

I think that should be looked at because it seems to me with the number of hours and effort and so on—there are some very notorious examples of success in this area—I think if anyone ever tried to measure the number of hours in the total industry the rate of pay would be unbelievably small. Likely it would be—as it probably is—a hobby, a lot of people are losing money on it.

Mr. B. Newman: My heart bleeds for them.

Mr. Parrott: No, I think you have missed the point because a guy like myself—and I'll accept that criticism—can afford to lose a dollar on this particular item. But if you will look at the small operators within the municipality of—you name it—there are an awful lot of people supplying an awful lot of man-hours and not receiving one red cent for it, and they mark it up to a hobby. In fact it does contribute \$12 million in revenue to this province, and without those small operators

and without that dedication to a hobby—there are not many hobbies in this province which supply the province with \$12 million.

Hon. Mr. Winkler: I would like to respond to the hon. member and say that when I suggested there would be some changes taking place—maybe it will be in the area that will satisfy both of you in that regard—I wasn't speaking in a derogatory sense in regard to the large operators. I think we value the contribution they have made to the upgrading of breeding throughout. It may be that that type of operator doesn't need that support as much.

But then where do you place the prize? I am rather inclined to agree with you. It is being looked at and I hope that the solution which comes forward will be satisfactory to everyone and achieve what both hon. members have suggested.

I would like Mr. Wallace to comment on this because he is well known in the business and very sympathetic to the horse man. I think he would have something to say.

Mr. Pillgrem: Mr. Minister, could I correct one particular point first?

Hon. Mr. Winkler: Yes.

Mr. Pillgrem: With regard to the revenue, the figure of \$12 million was mentioned. The 7 per cent provincial tax revenue last year was \$20,470,421.

Mr. Parrott: Right, I didn't recognize that there were other horses besides standard-breds.

Mr. Pillgrem: That is what I thought was possible.

Mr. Parrott: I may have missed that point; it is not just in these books but—

An hon. member: You did it on purpose, Harry.

Mr. Parrott: Maybe someone should—

Mr. R. F. Nixon: While you are correcting your figures what is the total upon which 7 per cent produced the \$22 million?

Mr. Pillgrem: It was \$292,434,591.

Mr. R. F. Nixon: With all that money lying around in the pool, which is going to be spent on so many important things we still have to find our \$2.7 million to support the racing commission and their efforts in support of breeding?

Mr. Drea: No.

Mr. R. F. Nixon: All right, I am well aware that there are tremendous drawings on that \$292 million for the repayment of bets and so on. I'd like some specifics on that but, boy, that's a lot of money and for us to be worrying about the poor little farmer who has got his subdivisions out in Brampton to attend to. If we are going to worry about taking public funds to help those people—and I mean this—I think we are making a mistake. If you are talking about the fellow who is doing it as a part of his agricultural enterprise, okay. But if he is a well-to-do person with a real interest in a hobby, in a sport, I don't think the government has much of a role in forking over tax money to assist him, or to increase his initiative; I just don't see that.

Madam Chairman: Mr. Drea, would you like to make a comment?

Mr. Drea: I wonder, before Mr. Wallace comments, if I could introduce another aspect of this. I think that perhaps if you look at one thing, it might be of some help.

I am not a horse breeder, I am not a horse owner—but I play the horses.

Mr. Roy: You are the important man.

Mr. Drea: I go to racetracks, and some of my funds are part of that \$292 million. I think we have to look at the racing industry in this province very realistically. First of all, it is a revenue-generating industry but it is a very sick industry. I am talking not only about the thoroughbreds—I am talking about the jugs as well. Now then—

Mr. R. F. Nixon: Did he say sick?

Mr. Drea: Jugs—harness horses.

Mr. Roy: I am sorry; we are not intimate with them.

Mr. Parrott: Either call them trotters or pacers.

Mr. Roy: We are impressed now; go ahead. I just blew it.

Mr. Drea: No.

Mr. Roy: Sorry, Frank.

Mr. Drea: No, that is all right; you distracted my thoughts, Albert.

There is an aspect of the industry that concerns me a very great deal. It has not been mentioned either here today, nor does it appear very prominently in something that

we are probably not going to discuss in here—the report on offtrack betting. That is the fact that this is an industry which employs a great number of people—and I am not talking about at the racetrack or the harness track per se. I am talking about the people who actually work in a part of the agricultural industry—and their future concerns me a very great deal.

Once again I think we have to be realistic. Many of the people who work in this industry—in fact, I would think upwards of probably 90 per cent—would have great difficulty in finding employment in other industries.

I am not talking about their talents, or anything; I am talking about the fact that they have become involved in a particular industry where experience and a number of other factors are better qualifications than formal education or specific training. In short, it is an industry that offers jobs to the unskilled.

What concerns me very greatly is that if by government action—and in truth we run the racing industry—if by government action, either at the breeding level or at the horseman's level, we are going to curtail or curb this industry, we will be tilting with probably one of the last areas in this province where unskilled people can have gainful, respectable, full-time employment.

The impact of the relative decline in racing popularity has been reflected very severely at this level. If we were talking of 20 or 30 years ago with other options for these people, that would be one thing. But we are talking about 1972 where merely getting a job is getting to be a fairly sophisticated enterprise. When we talk about the amounts of money that go out—and the bulk of your \$2 million is not to breeders. The bulk of that goes to purses both at the B tracks, which are the small-town tracks, and at the thoroughbred tracks.

I am very concerned that before we tamper—I must say that I agree with Mr. Nixon; I have written pieces about how I could not for the life of me understand how Windfields Farm, National Stud in the old days, and a few of the big breeders to whom it really didn't matter, got the breeding awards. I really think it was a kind of totem that they could put on the mantelpiece. Whether they got it or not doesn't really matter to the big fellows; they are going to go on breeding. But, at the lower levels, this is often the difference between staying in and going out.

The purse at the track is as simple as the track even surviving and if there is no track in the area, you can't expect the small operator to truck harness horses from eastern Ontario to the big time. As a matter of fact, many of his horses couldn't even get on the A circuit if you want to call it that.

Before we get into a study—and I realize there would have to be some changes—I am not usually a cautious man, but in this area I am very concerned about the employment and what happens to the little people, the people nobody ever sees—the grooms, the hot walkers and all of these people. I am very concerned about their employment possibilities, because for once we have an industry that can't be automated—at least hopefully it can't—and it provides employment opportunities.

Mr. Gisborn: What employees are you referring to, parimutuel clerks?

Mr. Drea: No, I am talking about the hot walkers, the grooms, the stable hands, the people on the farms; it is probably the only form of employment that many of them can get.

Mr. B. Newman: That is a skill on its own.

Mr. Drea: Yes, I know. But it is also a skill for which you don't have to go to community college and come out with five degrees in order to qualify for a job in the first instance.

Mr. Beckett: Not yet.

Mr. Drea: Not yet—hopefully never. But I think you realize what I am talking about. I know it is very difficult to arrange a formula whereby the rich man doesn't profit and at the same time, the poor man isn't driven out. In harness racing you can go to the Arm-strongs and a few of the others, but if you are going to do the study, I would plead with you to think about the wage earners in that industry.

Hon. Mr. Winkler: I am going to let Mr. Wallace respond to the entire discussion that has taken place, but I think we have taken steps to protect those very people. Possibly Mr. Wallace will make some reference to it.

Mr. F. C. Wallace (Chairman, Ontario Racing Commission): Madam Chairman—

Mr. Roy: Madam Chairman, if I might, did Mr. Wallace want to respond to all of our comments?

Hon. Mr. Winkler: Let us go this far, Mr. Roy, and then you can go ahead and we will do it again.

Mr. Roy: Okay, if you don't mind. I just wanted—

Hon. Mr. Winkler: I am sure you will have the opportunity—

Mr. Roy: Oh, I am sure I will—there's no doubt about that.

Mr. Beckett: Don't be too sure.

Mr. Wallace: We of the racing commission agree that this whole question has to be looked into. On the other hand, I would like to say that the policy as it has been pursued to date has been very effective.

We have now got a world-wide reputation for producing good horses, both thoroughbreds and standardbreds. Some of the Canadian horses, as you know, have won in Europe and in England and have won constantly in the United States. By increasing our purses we have attracted good horses and kept good horses here. We are very alive to this situation.

One thing we are particularly looking at, and we want to try to see if we can't implement it in some way is a stallion breeders' award that we would award to people for having a good stallion in standardbreds. In this way, we would breed good standardbreds in Canada and not be buying horses in the United States and paying a lot of money. We would be selling horses to the United States the way we are now in the thoroughbred class. There are different ways of disbursing this money, but I think the main thing is that we have got to do everything we can to maintain racing, both standardbred and thoroughbred, at the highest possible level. We have to have good facilities, we have to have races run with the highest integrity possible and we have to make it rewarding to the people who are participating.

I know it seems to some of you that perhaps we shouldn't give money to the big stables, but after all the big stables are the ones that have put us on the map. They are the people who have got us there—Armstrong in the standardbreds and Taylor, Gardiner and the rest of them in the thoroughbreds. They are the people who got us there. The rest of us with one or two horses, or whatever we happen to have, wouldn't have gone anywhere. We would

be running for a \$150 race or something like that.

But we have brought the whole complex of horse racing in Ontario up to a very high level. I know from going to state racing commissioners' meetings in the United States, where there are representatives from every jurisdiction, that they look at us with envy because we have one of the best operations in North America.

I think we have to be very careful not to do anything to spoil that, and we should do everything we can to try to improve it. I am quite certain that we should do all we can to improve the lot of the small operator because he is the backbone. He is an employer of labour. He is in it himself and he's interested in it. If we can keep him there and improve his picture, we are going to do a lot of good. So we are all for that.

Mr. Parrott: Did I hear you say, sir, that you thought that it's in the offing, in the immediate future, should I say, that there will be Ontario stallion breeders' benefits?

Mr. Wallace: Yes, if we can get the government to agree with it.

Mr. Parrott: I see.

Mr. Wallace: We are working on a plan and, if we get the plan worked out, it'll be an improvement.

Mr. Roy: The non-committee, Mr. Minister, will look into it.

Mr. Parrott: I really won't ask the minister to make a positive answer to that; but I think it should be on record that there are a lot of people who would agree with the last statement, that the way to improve at all levels would be to help with the stallion portion of the operation.

Mr. Wallace: We are convinced of that at the commission. If we can get the stallion horse operating in the way we think it should be, we will not only greatly improve the standard of racing with the standardbred horses, but for one thing, we'll stop money going out of the country to the States and other places to purchase horses. We'll be sending horses from here to them, as we are now doing with the thoroughbreds.

Mr. Parrott: When we get around to allocating those funds, which I certainly hope we will, I think that, by and large, the public just doesn't realize that it's nearly impos-

sible to breed to the type of stallion that you would like to breed to here in Ontario.

Mr. Wallace: Yes. We are very aware of that fact.

Mr. Parrott: We should educate this total committee.

Mr. Wallace: I go back to the other remark that you made, that it's a very important industry. If you look at the thing and see the number of horses that are now in training in Canada in both segments, there are a lot of horses. All those horses have to be fed and all that feed is grown in Canada and produced in Canada. Think of all the farmers and all the amount of hay they sell, the amount of oats, and all the rest of it, and how very important it is. It's not just a fancy industry that somebody is enjoying, or Eddie Taylor is running for his amusement or something. It is a very, very important factor in our economy.

Mr. Drea: What I was talking about, though, and I sincerely mean this, is that I think we have to be very protective in this province of industries where the so-called "unskilled"—I don't want to knock them; I am putting that in quotes—can still get a job and be self-sufficient. I don't care whether it's horse racing, or a number of other areas. We have been ruthlessly eliminating that kind of job for over 20 years. We are paying some rather substantial consequences now.

I would like to leave this idea uppermost. I don't really care what you do. I might disagree with what you do but I would like, in some of these studies, that rather than look at the economic consequences or rewards of what-have-you in terms of dollars and cents, they look at some of the people nobody ever sees whose whole livelihood is tied up in this.

Mr. Wallace: I quite agree with you because I employ some of them myself. They are a type of labourer for whom probably there is no other work.

Madam Chairman: Mr. Newman.

Mr. B. Newman: But why should we limit it to this type of unskilled? Why not all unskilled?

Mr. Drea: I didn't just say all unskilled; but I say this is one industry where it's there. I don't want to have to come back with you 10 years from now and have to

try to figure out what we are going to do with 2,000 people who haven't got jobs any more.

Mr. B. Newman: If we were so interested in breeders' awards and improving the breed, how come we are only spending \$25,000 or so on equine research? That is where we should be putting our money if we are interested in improving the breed. If we are interested in breeders—I shouldn't say breeders' awards—in making it a little more equitable as far as financial reward goes to the horse owner, why not reduce the provincial take from the betting and allow the racetrack to increase the purses instead? Then there wouldn't be the criticism.

Mr. Minister: you can't help being critical when you turn around and see that the Province of Ontario is going to give about \$2 million to increase purses at racetracks. You know, I imagine the public really cry over that—they are so disturbed—and feel so sorry that \$2 million are going to be given to increase purses. If you cut down on your own take, we wouldn't be so critical. We are not as critical of the breeders' awards to the same extent. Naturally we would prefer to be breeding by far more important things than horses if we could. The amount given to equine research certainly is not—

Hon. Mr. Winkler: I want to tell you, sir, that I am sure you are aware of the fact that not all of the money taken from the track is used for the purpose of granting all the purses. You know that, I am sure?

Mr. B. Newman: Absolutely not, but I am reading from your own report, "The amounts of money that are being given back to the racetracks—"

Mr. Drea: It is a supplement.

Hon. Mr. Winkler: I know—"of the provincial take—"

Mr. B. Newman: Yes, of the provincial—

Hon. Mr. Winkler: What I am saying to you is that out of the percentage of the total handled, that is, turned back to the tracks for their purposes, part of which is purses, this represents a lot more money than you could view here.

Mr. B. Newman: Explain yourself, Mr. Minister, in terms of dollars and cents from your report so that we could—

Hon. Mr. Winkler: I am not too sure that I can.

Mr. Pillgrem: Could I give just a—

Mr. B. Newman: Yes, surely.

Mr. Pillgrem: I mentioned originally that the wagering pool in 1971 was \$292 million odd. That money is divided up in this manner, and I don't have the actual amounts of money, but we could work it out.

Mr. B. Newman: We do have it listed on one of the pages of your report here. We have the figures as far as the betting records are concerned from 1953 right through to 1971.

Mr. Pillgrem: All right, 9½ per cent of that total wagering pool goes to the track. That provides for purses and for the operation of the track itself. The province takes seven per cent provincial—

Mr. B. Newman: Did you say 9½?

Mr. Pillgrem: Yes, 9½ per cent.

Mr. B. Newman: The provincial take has gone up from seven per cent?

Mr. Drea: No, that is the tax table.

Mr. Pillgrem: No, the provincial tax is seven per cent, sir.

Mr. B. Newman: All right.

Mr. Pillgrem: The track gets 9½ per cent.

Mr. B. Newman: Yes, the track gets 9½, right.

Mr. Pillgrem: The provincial government takes seven per cent.

Mr. B. Newman: Right.

Mr. Pillgrem: Could I just make one reference to that? It's just a few years ago—I believe in 1967 or 1968—that the tax was increased from six per cent to seven per cent—that one per cent being what is used now for these grants that are paid out. In addition to that, the federal government takes 0.6 per cent.

Mr. B. Newman: Right.

Mr. Pillgrem: Or 6/10 of one per cent.

Mr. B. Newman: Right.

Mr. Pillgrem: So that the total take from the wagering pool is 17.1 per cent—

Mr. B. Newman: That's right.

Mr. Pillgrem: The balance is paid back, of course, to the bettors.

Mr. B. Newman: Yes. The bettor gets 82½ cents on every dollar bet.

Mr. Pillgrem: Yes.

Mr. B. Newman: That's right; I understand all of that. It does disturb me that after we take seven per cent as a provincial take, we turn right around and give the racetrack approximately one per cent to improve the purses. Why didn't you allow the racetrack itself, instead of keeping 9½, keep 10½ or 9¾, or 10, or some figure and not give them any provincial funds whatsoever? Why be the collection agency and then the distribution agency? Why handle the funds twice?

Madam Chairman: Mr. Roy.

Mr. Roy: Yes, we are just awaiting an answer there—if there is one forthcoming.

Mr. Pillgrem: I believe that 9½ per cent is set by the federal government as well as the administration of that particular part of it. I believe the 9½ per cent is set under the Criminal Code side of it.

Mr. R. F. Nixon: How about that? I think we ought to go out to the track tonight.

Hon. Mr. Winkler: Can we take a look at it?

Mr. N. G. Leluk (Humber): Can we get a quorum out there, do you think?

Mr. R. F. Nixon: I think there is one out there already.

Mr. Drea: I had to send a message.

Mr. Pillgrem: To take the additional one per cent tax increase and to give the money back was done at the specific request of the racing industry, the horsemen themselves, to assist and to ensure, I suppose, that they were getting a real benefit at the actual race itself. In other words, this money that is paid back in the form of grants; it goes to supplemental purse awards not for the operation of the tracks.

Mr. B. Newman: I know it goes to that. This is what my criticism is on—that it's going to increase the purse. That's why I'm critical of it. Were you not to collect that amount in the first place, you wouldn't have to make that distribution back to the racetrack so it could increase the purse. Then you wouldn't

be subject to the same criticism. When you collect it one time, keep it in your pocket for a little while and then give it back to increase a purse, why collect it in the first place?

Hon. Mr. Winkler: We worked hard at that first formula, Mr. Newman, the 9 or 9.5 per cent, as I think has been explained to you, because it was a federal government area. I don't know if we have any part of that or not, but when the crisis arose a few years ago—and it was a crisis—with the horseman, this was the only way the provincial government could step in unilaterally and help them. That's what was done. Right or wrong, that's what was done.

Mr. B. Newman: As I mentioned, Mr. Minister, the thing that disturbs me is that we act as a collection agency for the racetrack, to give them back funds to increase purses. Some of that money goes to the Yankees, too, because if a Yankee comes along and enters the race, if his horse wins, naturally he is going to get a portion of that.

Hon. Mr. Winkler: He is going to get it anyway.

Mr. B. Newman: They probably win a fairly good portion of it.

Mr. Drea: We have to hold on to the money returned. It sounds like an awful lot of money.

Mr. Roy: Madam Chairman, I have to agree with the comments of my confreres on this question. I am not very knowledgeable on racetracks. I have less knowledge than my friend, Mr. Drea, on this particular question, but when it was first brought to my attention—

Mr. R. F. Nixon: Should be locked up.

Mr. Drea: It is your leader.

Mr. McIlveen: That is the first time Mr. Roy ever admitted anything like that.

Mr. Roy: No, I am usually objective, you know that. In any event, Madam Chairman, the first time it was brought to my attention was in a recent court case in the Supreme Court of Ontario. I was reading a judgement one day and came across this, and I couldn't believe it that in 1972 we had this type of subsidy. I have written down the figures given by Mr. Pillgrem about the total amount wagered. The provincial tax on this

was some \$20 million and I agree it is a fair amount.

What I seriously question are the points that were raised, first of all, by Mr. Newman, which are right in your report here. People were talking about the improvement of the breed and this type of thing, and I notice only \$25,000 goes toward equine research. The report says \$335,000 is to be held for payment of breeders' awards, pending ascertaining of exact amounts of these at the end of the year, and then \$1.9 million is to be used to increase purses. I seriously question that spending in our priorities of 1972.

Let me read briefly what the Supreme Court judge had to say. He was most surprised about it. It was an action involving the Windsor Raceway Holdings, which runs a racetrack in Windsor. I have discussed it with Mr. Newman. It was brought to his attention that the track had received subsidies that year and they were right on it, according to the public accounts report that we had for the fiscal year ending March 31, 1971. It states in the report that the track that year received \$280,000 to increase purse moneys. This racetrack happens to be a \$5 million operation, apparently. I am told further that the track is owned by a financier from Quebec! I think it is Levesque who owns this particular racetrack.

Mr. R. F. Nixon: Was it a recent purchase?

Mr. Roy: I think so.

Mr. B. Newman: About two years ago.

Mr. Roy: I know. We are not shying away from that at all.

Mr. R. F. Nixon: I'll say we're not.

Mr. Drea: You don't know anything about it or you wouldn't be shying away.

Mr. Roy: Well, hell, I know who owned it before. Anyway, if you want to raise it, go ahead. In any event, the judge goes on to say this:

It is true that a great portion of the moneys wagered at the racetrack forms an important source of income for the provincial coffers. Yet it does seem strange in the face of a professed need for economy in public spending, when there is an ever increasing demand for public moneys to finance important social programmes, that direct subsidies of this nature should be made to a luxury sport

such as horseracing. The concept of annual subsidies for purse money was understandable, when they were granted to local racing associations operating racing meets a few days a year at agricultural fairs. The purpose was obviously to encourage these county fairs generally, and horse breeding in particular in the days before the tractor and the automobile replaced the horse.

I certainly have some sympathy—

Mr. R. F. Nixon: Who was the judge?

Mr. Roy: I prefer not to name the judge in question. Anybody can go and find a judgement but I prefer to leave the judge's name out of this. In any event, I think he certainly makes a good point about our system of priorities, Mr. Minister. I am most surprised that this matter has not been looked at before in the light of the fact especially that the Provincial Secretary for Justice—was it just two weeks ago—was concerned about criminal elements around racetracks? What, in fact, are we subsidizing here?

In looking at these figures in the middle of your report for the purses, the winnings, I notice that the bigger operators seem to get the highest proportion of the winnings. Of the 10 farms that won in the thoroughbred section, Gardiner farms took 22 per cent; Smythe took 11.8 per cent; Stafford farms, 10.6 per cent; Lieberman, 10.5 per cent; and Stollery, 8.8 per cent. In this case the five biggest take 63.7 per cent of the winnings.

First of all, Gardiner farms was in the real estate business and apparently owned some shares in Venus and this type of thing. The Stafford farm was involved in Stafford foods; while Smythe—we don't even have to mention.

So that 63 per cent is going to the big operations. Who are we subsidizing? I think if we are subsidizing these people, why not subsidize other sports—like baseball, football and other things. Or, as my friend Mr. Newman mentioned, athletes—or something.

The second question I would like to ask in this case: Are you in a position to tell us the profits of these people? If we are subsidizing them, if we are giving money to these big operations, what sort of profits are they making per year?

I attempted to get some profit figures but they are private companies. I suppose I'd have to do research myself—it's not public knowledge. If we are giving these fellows money, aren't we entitled to know what sort of profit they make? For instance, what was

the profit on Gardiner farms last year? Does anybody have that?

I look in the public accounts report and I see the moneys that were given to various groups: the Canadian Thoroughbred Horse Society, \$108,000; Windsor Raceway Holdings, \$281,000; the Jockey Club, \$1,039,000. That's a lot of money—there is a lot of money going to these operations which I suggest was not intended.

I think that when Mr. Wallace talked about the improvement of the breed and enhancing the calibre of our race horses, and this type of thing, you are not going about it the right way. Especially when not a sufficient amount of this large amount of money is going into increased purses.

As a matter of interest, Herve Filion is one of the top race drivers in the province—well, in the whole of North America, I suppose. I think he owns over 100 horses now and apparently his income last year was close to \$500,000. I'd like to know how much money he made out of this type of subsidy and the nature of purses—and this type of thing. So I'm suggesting—

Mr. Parrott: Where do you think he raised the money you are talking about?

Mr. Roy: He raised a great portion of it in the US. You know there is no—

Mr. Drea: Well, he came one day—

Mr. Parrott: He spares us a day once in a while.

Mr. Roy: He spends a lot of days here in Ontario.

Mr. Parrott: How many days, Mr. Chairman, would Filion spend here?

Mr. W. R. McDonnell (Executive Secretary, Ontario Racing Commission): About five days a year.

Mr. Roy: Five days a year? He must have spent two or three days just in the Ottawa area.

An hon. member: He probably does.

An hon. member: He races at the track in Hull, Quebec.

Mr. McDonnell: But he has never raced at Rideau-Carleton within the last year that I know of—

Mr. Roy: Yes, he was down there once at Rideau-Carleton.

Mr. McDonnell: Rideau-Carleton hasn't been in operation for nearly a year.

Mr. Roy: It didn't operate at all last year?

Mr. McDonnell: No, not since last August.

Mr. Roy: Didn't Rideau-Carleton operate last year?

Mr. McDonnell: This man has seven brothers, I might add, racing all throughout the United States and Canada.

Mr. Roy: But it still comes back to the fact that 63 per cent of this money is going to the large operations. What I am saying is that 63 per cent of the purses were won by the large operations. I take it they must get a large share of this subsidy, because \$1.9 million was going to the increase of purses. I'm suggesting to you, Mr. Minister, that in 1972 this is not justifiable.

Hon. Mr. Winkler: Let me respond briefly to that. First of all, I think that these people—and I'm not trying to justify what they make or what they don't make—that's entirely up to them, of course. I think that these people and the type of operations that they have, contribute a tremendous amount to the tracks and do interest people in going to the tracks. They are part of the attraction for the crowd, there is no question about that.

Do you think that the amount of money we give, or that goes from the government for purses, matters much to them? Maybe in this regard you might be right—maybe it should be channelled at the lower level—but I wouldn't have you think that the amount of money indicated in earnings would affect them too greatly.

Mr. Roy: If you don't think it matters to them why did you bother giving it to them then?

Hon. Mr. Winkler: Because of the other people who are involved. I have a small track in my own home town. It is extremely important to that track and that small track feeds the larger tracks. Maybe they should have a larger share of that, I don't know, but it is done on a formula now and that is the way it is.

You made a reference to other sports. My friend, we don't tax other sports. We take this money from them and give them back some and maybe that is part of your objection.

Mr. Roy: There is indirect tax.

Hon. Mr. Winkler: We don't tax other sports.

Mr. Roy: But you make money indirectly from other sports.

Hon. Mr. Winkler: Yes, but not to this degree.

Mr. Pillgrem: There is sales tax on tickets, of course, but they also pay sales tax on the entrance fee to get into a racetrack as well. The same taxes apply to the racing industry.

Mr. Roy: Do you seriously say that if you were to take away this \$1.9 million for the increase in purses that the whole operation would fold—that they cannot operate without it?

Hon. Mr. Winkler: No, I wouldn't say that, but it would be a burden.

Mr. Roy: Who doesn't have a burden in sports? We have a hard time fielding an Olympic team! They have a burden, too. Our ski team has the same thing.

Hon. Mr. Winkler: Again, there is no way—I am inclined to agree with you because I have got taken for a \$100 contribution to their fund.

Mr. Roy: Today? Is this why you—

Hon. Mr. Winkler: In the last few days! I could show it to you if you want me to verify that. I have every sympathy for it, but where can you raise revenue from that, if you are talking about the money we gave back to the track? As far as the Olympics are concerned, it is another matter with me and one that deserves consideration and support. I am right behind you on that one but I don't think you can honestly compare the two.

Mr. Roy: No. It is that we don't like your system of priorities in this field, and that is what our biggest concern is. Is there any answer to my question on how much profit these companies made last year?

Hon. Mr. Winkler: I am sure I can't answer it but maybe someone else here can. I doubt it very much. Mr. Wallace, would you like to respond to Mr. Roy's remarks?

Mr. Wallace: Mr. Roy, we have no knowledge of how much money they make or don't make.

Mr. B. Newman: Wouldn't it be of interest to you though? Don't you think it should be of interest to you to know whether the corporation running the racetrack needs this financial assistance, or is it simply going to increase the margin of profit? I mean if it is a matter of the track not being able to operate because of the increase in purses, demanded by the race horse owners, it might be a little different story but you give to the Windsor Raceway—they are not starving. They have had a pretty fair deal there; they ran into difficulty with the thoroughbred racing but other than that they were operating a viable operation.

Madam Chairman: Mr. Nixon, did you have a comment at this point?

Mr. R. F. Nixon: The minister's first statement that he had directed a review of payments of breeders' awards be undertaken so that the preponderance of the money would not go to a few very large breeding stables usually associated with ownership and interests that are well financed to begin with, I find acceptable as long as we will see some results from it.

Hon. Mr. Winkler: I want to qualify that. I think if you examine Hansard it didn't come out exactly that way, but we will have a look at that.

Mr. R. F. Nixon: The second thing is the objection, that has been expressed by my colleagues, that the arrangement really is that you people extract an extra one per cent for the good of the industry with the understanding that you are going to turn it back to enrich the purses. This is very good to justify when, in fact, the handle could be distributed without it coming into the consolidated revenue fund to begin with. I see Mr. Pillgrem is getting cranked up there.

Mr. Pillgrem: The 9½ per cent that goes to the track is set by the Criminal Code and we have no jurisdiction over the amount; we could not just say instead of the track getting 9½ per cent they would get 10½. That is controlled by the federal government under the Criminal Code.

Mr. R. F. Nixon: Okay. As a result of the decision of this ministry, you collect an extra one per cent, at least, and revert the money to the track for the enrichment of purses. This is extremely difficult to justify and I don't find it justifiable when we say "Well, the Criminal Code is responsible here and,

therefore, the federal people, those thoughtless ogres in Ottawa who don't give a damn about horses and horsemen and that sort of thing. We've got to fix it up." It just appears that the arguments put forward by my colleagues have that much more importance and correctness, simply because you are in a position where you have to do this favour, you feel, for the tracks to enrich the purses.

I would like to pass on one other item associated with this, and that is the number of racing days at the back. I wonder if the chairman of the commission can tell us if these racing days are still as a result of charters established and granted over the last 150 years? Or has the commission moved away from that means of establishing racing days to simply the judgement and decision of the commission upon application?

Hon. Mr. Winkler: I could answer that one but I'll have Mr. Wallace answer it.

Mr. R. F. Nixon: Let the minister do it, Mr. Wallace.

Mr. Wallace: The old ruling about having charters is out. We can authorize the days in conjunction with the Trotting Horse Association and the federal government. They can agree that it is proper for them to have an extra day or an extra meet or whatever it happens to be.

Mr. R. F. Nixon: I understand that the authorization of racing days is by decision of the commission and not based on rights granted by previous charters.

Hon. Mr. Winkler: That's right. Not granted by previous charters, and it's determined at the table by the three authorities, as Mr. Wallace has said: the commission, the Canadian trotting association—whoever the authority is—and the federal government.

Mr. R. F. Nixon: I was very interested in the comments made by Mr. Parrott from the standpoint of a small horse operator. We had another one of those small horse operators around here for the last few years who is now going to open up a new track—\$2-million-plus operation—in Flamborough township, one that I am looking forward to attending and supporting in every way that I possibly can.

When I ask this question I am in no way implying that there is anything improper about this at all because I believe we ought to have more of these tracks which are

designed for the small horse breeder particularly and, let's say, the little man who is not so interested in going to the track to sit a half-mile in the air in one of those beautiful restaurants, with the lady in the short skirt coming around—although that's all right, too—taking the bet—

Mr. Drea: Don't knock it.

Mr. R. F. Nixon: You watch that in operation; you hear the experts say it is so important to improve the breed, and most of the people are up there eating and drinking and maybe they are even watching the race on a television camera; it could be Holsteins racing as far as they are concerned. It doesn't make any difference at all. That's right, they're up there, and if they cash a ticket, great, you know.

So to get back to the point, if there is one. It would be the decision of the commission to grant specific racing days to Flamborough Downs racetrack and ensure that they did not have to go through the archaic procedure that Earl Rowe and his son had to go through to gather up archaic charters to establish the right to a race meet of sufficient size to make it profitable.

Mr. Wallace: Yes, that's entirely correct. There is another factor. We've got to look and see what racing there is in any district and we've got to look and see how many horses are available there. Where they clash is when you have three different communities; you have A and B, and C in the middle. B comes along and says, "I would like to have 20 days' racing in the year," or whatever it may be. We've got to look at that and see if, in our judgement, good or bad, there are enough horses in that area to allow that track to function efficiently.

We have had some disasters—Rideau-Charleton is a good example; they started up and they've been in liquidation, as you know. They have had a tough time and they probably should never have been given a charter or a permit originally. They may get out of their troubles, they may be all right. But we've got to look; when somebody comes along and says, "I'd like to have a licence to start a track," we don't just automatically say, "Here you are, you go and have 21 days."

We've got to look at it and decide between ourselves, and talk with the Trotting Horse Association on whether they think and we think combined that there is sufficient for somebody to start a track. It is not an

automatic thing. We do give the permit when it is decided that it should be.

Mr. Gisborn: Has the commission made its decision on the Connell Enterprises proposition?

Mr. Wallace: Which one?

Mr. Gisborn: Has the commission made its decision on the Ray Connell Enterprises proposition at West Flamborough?

Mr. Wallace: Yes, we did give them permission to start.

Madam Chairman: Gentlemen—

Mr. Gisborn: Now they are waiting for the OMB.

Mr. Wallace: He has to get municipal approval.

Mr. Gisborn: He has to get the zoning problems agreed on.

Mr. R. F. Nixon: That's all fixed, if you'll pardon the expression.

Madam Chairman: Gentlemen, is item 1 carried? No?

It being 6 o'clock, p.m., the committee took recess.

CONTENTS

Wednesday, June 28, 1972

Technical standards programme	S-1749
Public entertainment standards programme	S-1764
Recess	S-1777



S-57



ONTARIO

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

**Estimates, Ministry of Consumer and
Commercial Relations**

Chairman: Mrs. M. Birch

OFFICIAL REPORT—DAILY EDITION

Second Session of the Twenty-Ninth Legislature

Wednesday, June 28, 1972

Evening Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

**THE QUEEN'S PRINTER AND PUBLISHER
TORONTO
1972**

LIBRARY
JUL 13 1972
UNIVERSITY OF TORONTO
10

CONTENTS

(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

WEDNESDAY, JUNE 28, 1972

The committee resumed at 8 o'clock, p.m.

ESTIMATES, MINISTRY OF CONSUMER
AND COMMERCIAL RELATIONS

(concluded)

On vote 1104:

Madam Chairman: The meeting will come to order please. Vote 1104, item 1; any questions gentlemen?

Mr. B. Newman (Windsor-Walkerville): Madam Chairman, I wanted to ask the commission itself, who composes the commission this year? The report that we have is last year's report, and I notice there is a former member of the Legislature on there. Has he been replaced by another member of the Legislature?

Mr. F. C. Wallace (Chairman, Ontario Racing Commission): Who is this?

Mr. B. Newman: For the racing commission, the personnel of the commission.

Mr. Wallace: I think it remains precisely the same as it was.

Mr. F. J. Pillgrem (Deputy Minister): With the exception of Brigadier McKee; he wasn't reappointed and he has not been replaced.

Mr. B. Newman: Well, if that's vacant, then the other members are the same. All we do is delete the MPP from one member.

Mr. Wallace: That is right.

Mr. B. Newman: What emoluments do the members receive?

Mr. Pillgrem: The chairman, \$8,000 a year, the members \$4,000 a year.

Mr. B. Newman: How many meetings do they have to attend?

Mr. Wallace: There are generally about 12 regular meetings of the whole committee, and I would say there are another, say 30 meetings that are attended by some members of the committee in dealing with certain things.

Mr. B. Newman: So you are meeting approximately once a week then?

Mr. Wallace: Yes, I would say that, in some form or other.

Mr. B. Newman: When you make mention that the members receive a \$4,000 gratuity, or whatever you do call it, is there also a per diem allowance and a travel allowance?

Mr. Wallace: No, that is the total.

Mr. B. Newman: That's strictly—that includes—that's it. Thank you, Madam Chairman.

Madam Chairman: Mr. Gisborn.

Mr. R. Gisborn (Hamilton East): Yes, I just wondered if the commission could carry out its directive with such few meetings. The responsibilities are set out on your second page: "To govern, direct, control, and regulate horse racing in Ontario, and in any, or all, of its forms." There must be some other precise functions.

Mr. Wallace: Yes, I think so, because they all attend race meetings and talk to the Jockey Club and talk to people in Windsor, and talk to people in London. For instance, last week, I was at four different tracks, including London and I had three meetings with various racing organizations. I know several of the other commissioners were doing the same thing. They were at London when I was there and were around other places. So there is a continual activity on the part of the commission members.

Mr. Gisborn: Through you, Madam Chairman, does the commission have anything at all to do with the parimutuel clerks operation?

Mr. Wallace: No.

Mr. Gisborn: None at all?

The salaries in your standard accounts classification, \$409,200; what groups would that include?

Mr. Wallace: It includes the stewards and the judges and the veterinarians, and a num-

ber of clerical staff. Also the supervisor of thoroughbred racing, the supervisor of standardbred racing; there are quite a number of people involved in it.

Mr. Gisborn: That sort of explains it; the judges, and the stewards and the operational—that is for all the tracks in the province?

Mr. Wallace: All the tracks; and the veterinary officers for all the tracks.

Mr. Gisborn: Who then, supervises the parimutuel clerks operations?

Hon. E. A. Winkler (Minister of Consumer and Commercial Relations): The federal government.

Mr. Wallace: The federal government.

Mr. B. Newman: The Department of Agriculture of the federal government.

Mr. Gisborn: The federal government?

Hon. Mr. Winkler: They are largely RCMP members.

Mr. Gisborn: You mean the clerks at the machines?

Hon. Mr. Winkler: Not clerks, no; but the people who are on the tracks at the time of the racing to govern the parimutuels.

Mr. Wallace: The clerks are employed by the tracks.

Mr. Gisborn: That is under federal jurisdiction?

Hon. Mr. Winkler: Yes.

Mr. Gisborn: And they control the operation right at the tracks?

Hon. Mr. Winkler: Of all the parimutuel operations, yes.

Mr. B. Newman: And the individuals that are involved in the actual operation of the racing itself, are they all Canadian employees or are there some Americans involved, the stewards and so forth?

Mr. Wallace: I think at the moment they are all Canadian. We have occasionally had a steward from the United States when we haven't been able to find a suitable man. There are one or two who have been here from time to time, but we haven't any at present.

Mr. B. Newman: Is that a responsibility of yours? Or is that the track itself; to see that these people are—

Mr. Wallace: It is ours in part.

Mr. B. Newman: It is your responsibility.

Mr. Gisborn: On the \$58,200, under services, do I assume that is newspaper, radio, TV, for track advertisements?

Mr. Pillgrem: Nothing to do with that, sir; that has to do with the papers and pencils that are required, plus the maintenance of the office of the racing commission, and the maintenance of the men in the field. But I don't think you are getting advertising of any kind in there, no.

Mr. Gisborn: Well under the summary of data, services seems to be confined to advertisement. What you have mentioned, sir, might come under supplies and equipment, \$26,800. If we look at the term that is applied to services, it is advertising in all types of media.

If I recollect properly that includes charges for information services such as advertising provided by professional agencies, advertising placed directly with the media, and services for the production of departmental publications and films.

Mr. Pillgrem: Films—for the racing commission, sir?

Mr. Gisborn: No; we have services, \$58,200. But when we look at the back—explanatory notes on the standard accounts classifications—that is what it is supposed to cover. Supplies and equipment \$26,800, that is for provisions for the purchase of all machinery and equipment.

Mr. W. R. McDonnell (Executive Secretary, Ontario Racing Commission): Mr. Gisborn, could I answer that for you? The services include the honorarium to the commission members as such. This is where it was classified, under professional services, legal counsel to attend our meetings and hearings, printing of rule books, annual reports, general printing of licences, membership to the national association of state racing commissioners, rental of copying machines, postage meter and maintenance.

Mr. Gisborn: Yes, the accounting is just not as strict as we might believe when we have to depend on explanatory notes to inform us of what it's used for. The breakdown would have to come through the public accounts. That's all. Thank you, Madam Chairman.

Mr. E. J. Bounsall (Windsor West): There's just one question that occurs to me here. The transfer payments, the racetrack tax-sharing arrangement—are those funds you collect as racetrack tax which are owed to another jurisdiction? Just what is this amount here? It's by far the biggest amount in the vote.

Mr. Wallace: That was covered.

Hon. Mr. Winkler: We went all over this, this afternoon.

Mr. Bounsall: That was covered! Okay, I'll read it in Hansard.

Madam Chairman: Does item 1 carry?

Mr. H. C. Parrott (Oxford): No; I am sorry, Madam Chairman, there are two or three points.

First of all, I notice in chapter 14 of this particular book that the industry should not be made to suffer because of the institution of OTB. And next, the OTB should not compete unduly with the industry.

With that in mind, and with the fact that there will be quite a difference in the way the 17.9 per cent is broken up in mind; and then No. 5 of the conclusions—and if I can read that just very briefly:

The revenue derived from the offtrack betting should be divided in the following manner:

The percentage of each dollar wagered through the official betting system would be deducted, equal to the total amount deducted at the track on which the bet is placed. [Good.]

The provincial revenue would be deducted from this amount in the form of a fixed tax [Fine.]

The cost of the operating of the off-track betting system, including capital charges, would be paid out of the remaining amount.

I would like a little explanation on that if I could.

Mr. Gisborn: Well, point of order, Madam Chairman: The report he is reading from, I take it, are recommendations in assumption that we go into offtrack betting; and we haven't nearly reached that stage yet.

Hon. Mr. Winkler: That is correct.

Madam Chairman: That is true Mr. Gisborn.

Mr. Parrott: That's fair enough. I am not—

Hon. Mr. Winkler: If you are asking for comment on this report.

Mr. Parrott: Yes, that's all. That's all.

Hon. Mr. Winkler: Well Mr. Pillgrem was a member of that committee and he might respond.

Mr. Parrott: Right. I recognize that point. You know, there are some—

Mr. Gisborn: There are a lot of questions we can ask on that report.

Hon. Mr. Winkler: I hesitate to—

Mr. Parrott: If you prefer, Madam Chairman, not to discuss that, I'm quite prepared to withdraw those questions if it would be done at a more appropriate time.

Hon. Mr. Winkler: Well I think we should, Doctor.

Mr. Parrott: That's fair enough.

Madam Chairman: Thank you.

Mr. Parrott: I do have another question that I think is pertinent. It's somewhat related, but I think that it has to be. I want this one answered if at all possible, Madam Chairman.

If we do go into any form of betting different from that which we're presently doing, the track will suffer considerably in my mind, and the total operation therefor, from the lack of the other allied things, like parking, like hotdog concessions, etc. You know, it seems like a small amount. But if you start to equate that relationship to a dollar bet, the parking of a car is a very significant thing. We talked about that very briefly after we broke, but for those members—I think it's fair to say you've got to bet \$20 to be equal to one car parked for that evening.

So it represents a fairly significant thing if we don't do something to offset that. There is no sport that can survive without the spectator interest, whether it's racing or a hockey game or whatever.

And I'm wondering, therefore, how much consideration you have given and do you have anything to say at this time about the spectator interest and the significance that it holds, illustrated by parking etc. in the formulation of this report? If that's too much, just in general then—I can come at it that way.

Hon. Mr. Winkler: I have my own thoughts about the question, but inasmuch as Mr. Pillgrem was a member of the committee, I'll let him answer that question.

Mr. Parrott: Thanks, Mr. Minister.

Mr. Pillgrem: This was one of the major things that were of consideration to the committee itself, and it was brought forward, not only by committee members but by basically every association that made reports to the committee—that consideration must be given to ensure the least possible interference with attendance at the track as a result of offtrack betting.

The problem at the present moment, of course, as you realize, is the fact that we have offtrack betting in this province; in effect, supposedly legal offtrack betting which is taking money away and no one is getting a benefit from it. How can this be stopped, without going into offtrack betting itself? Remember there is no suggestion, or there is just a slight suggestion, that offtrack betting will reduce or will cut out the bookmaking industry. There is no suggestion in the report that will cut it out.

There is a hope that it will interfere with it. But at the same time they have found—I didn't make the very nice trip to Australia, however there are other colleagues that did—and they found out that a lot of the offtrack betting money was in effect new money, money from people who had not been associated with betting the horse races prior to that particular time.

Mr. Parrott: I may not have the chance to have this dialogue again on this particular item. Are you, sir, satisfied on that last statement, that it is new money?

Mr. Pillgrem: Not all of it new money, but there is a good percentage of it indicated as new money.

Mr. Parrott: And you feel that your committee have basically substantiated that statement in their investigation?

Mr. Pillgrem: I am sure that a good percentage is.

Hon. Mr. Winkler: May I express a personal view here to the member? I believe, in that vein of thinking, that there will be more honest money show up at the track.

Mr. Parrott: This is the very thing that we were really talking about this afternoon; when it all gets boiled down to the essence,

it is the number of people that go to the track or participate that keeps this thing alive, at all levels, isn't it?

Hon. Mr. Winkler: It has been suggested, and the point was raised earlier, that because of the decreasing volume last year at the tracks this may have been a factor. Now if in fact it was a factor, and I believe as a result of what Mr. Pillgrem has said that we will diminish to some degree the bookmaker's interest because of the fact that with the present shops that are operating, and I don't say this definitely, all that money may not show up at the track, but in offtrack betting controlled by the government it will.

So it should have the opposite effect to that which you are really putting forth here. You say it may have a diminishing effect. I don't believe that.

Mr. Parrott: I am sorry, Mr. Minister, I wasn't saying that, but I was wanting to hear, because I was hopefully fairly to the point on that particular problem.

I wasn't saying that that was going to happen; I wanted to be assured in my own mind that the committee are thinking very carefully about that point. You know—

Hon. Mr. Winkler: Throw it back to Mr. Pillgrem.

Mr. Pillgrem: The committee was deeply concerned about this particular point, I assure you of that, sir. Any recommendations they made were made in light of a deep concern in this particular area. What is going to happen, I am sorry I am not one that can predict. But that particular point was given deep consideration throughout this entire study. It was brought to our attention by basically every organization that presented a brief to us.

Mr. Parrott: Fine, I am glad to hear that; and I admit that we are perhaps a bit fast.

I thank you very much, Madam Chairman, for that bit of time on that point, because it certainly is a concern of mine, as I am sure it is of the other people involved.

Madam Chairman: I have Mr.—

Mr. Bounsall: Could I just follow on the same point with one question? The survey in Australia showed that a good proportion of the money at the offtrack betting establishments was new money; what did the same survey show with respect to attendance at the racetrack, which I believe is one of the con-

cerns of the last speaker, did the attendance drop at all or level off or did it go up at the track itself?

Mr. Pillgrem: In the same survey of Australia that turned up the fact that a lot of the money at the offtrack shops was new money, was the survey broad enough to show whether there was any increased attendance or decreased attendance at the racetrack as a result of the offtrack betting shops operating?

Mr. Pillgrem: I can't be completely specific in this area at the present moment, but it was my understanding that there were more people attending the races in Australia now than ever before.

Mr. Bounsall: I would have thought that would have been the case if there was new money at the offtrack shops. People were getting interested in racing enough to bet and then they would turn out at the tracks.

Mr. Pillgrem: There was an effect of this nature.

Hon. Mr. Winkler: Mr. Bounsall, I think—excuse me, Mr. Pillgrem—I think Mr. Wallace would like to make a comment.

Mr. Wallace: I was not on any of these junkets to Australia or New Zealand, but I was in Japan on other business about three years ago and I talked to them about their offtrack betting and they bet 60 per cent on the track and about 40 per cent off. When they started the offtrack betting there was a bit of a fall-off in attendance, but it picked up and it is greater now than it ever was.

I was there on one occasion in Tokyo when there were 142,000 people at the races and 40 per cent of their betting was offtrack and 60 per cent was at the track. They bet about a ratio of four to one to the amount we do, although their biggest unit bet is 30 cents—100 yen.

Mr. Bounsall: So this would give you confidence that really what the offtrack shops do is stimulate interest in the sport itself, which would result in greater attendance?

Mr. Wallace: I think there have been cases where they put it on television and so on off the tracks, and that has decreased attendance at the track; but if they stick strictly to laying a bet it seems that even if there is a drop to start with it makes itself up.

Mr. Pillgrem: There is no suggestion in the report on offtrack betting that we provide any

service at the offtrack betting shop that would provide a show for the person that was doing the betting; that it was strictly for the betting purpose itself.

Mr. Gisborn: Madam Chairman, that doesn't rule it out.

Mr. Bounsall: The Queen's Plate race wouldn't have cut down the attendance at the track if you had it on television in the shops, would it, Reg? That one race.

Mr. Wallace: That one occasion might, but I couldn't tell you; I wouldn't know.

Mr. Pillgrem: No one could predict what would happen, but certainly this was not an item that was recommended by the task force on offtrack betting.

Mr. B. Newman: Madam Chairman?

Madam Chairman: Mr. Hodgson was next.

Mr. R. G. Hodgson (Victoria-Haliburton): On the same point, Madam Chairman, what I wanted to ask about was the small fairs and the races held at the small fall fairs and whether the commission has been able to satisfy the requirement for betting at the tracks.

I am thinking in particular of two tracks that are in my general area, one is Sunderland and one is the Lindsay fall fair. They had originally asked for the services of a man named Chapman, I believe, who conducted betting. I wonder if you have been able to satisfy the requirement of these fairs; and if you had seriously thought also about the possibility of having mobile totalizers that would move from track to track for fall fair purposes?

Mr. Wallace: Actually we don't deal with the fair tracks; we don't deal with anything under seven days. But I do know that, looking into that, it is a matter for the Department of Agriculture in Ottawa; it is a federal matter. We don't enter the picture at all so far as the running of the pari mutuel or any type of betting is concerned. There have been bookmakers who have been authorized to go to certain tracks in the past and take bets by the Department of Agriculture.

Mr. R. G. Hodgson: Haven't you really thought that this is a field that you should be in, supervising racing in Ontario? Because it is quite a large part of the racing field.

Hon. Mr. Winkler: Excepting that constitutionally it is not ours. We might like to.

Mr. R. G. Hodgson: But don't you give licences for the days of racing? Don't you agree to those? And in doing that, don't you have a supervisory capacity?

Mr. Wallace: Not at the fair tracks.

Mr. R. G. Hodgson: Do they not have to have charters to have racing days?

Hon. Mr. Winkler: No, it is Ottawa.

Mr. R. G. Hodgson: Do they rent them or borrow them or what.

Hon. Mr. Winkler: I don't know how they get them.

Mr. R. G. Hodgson: I didn't think you could conduct any racing in this province without having to have a licence.

Mr. Wallace: I think that agricultural fairs have it automatically. It has been traditional that they could race and have raced; they must have had some licence of some kind.

Mr. R. G. Hodgson: Well, I am thinking in particular when it isn't a fair day, such as Sunday, and there are several of our fairs conducting racing on Sunday these days.

Mr. Wallace: We don't license them?

Mr. R. G. Hodgson: I think it is a field that you should be looking at very seriously because—

Mr. Wallace: We will take a look at it and see.

Mr. R. G. Hodgson: I think it is something that you should be looking at if you are supervising racing in the province of Ontario.

Madam Chairman: Thank you; Mr. Newman!

Mr. B. Newman: I wanted to ask if throughout their travels they found that off-track betting had a substantial effect on bookmaking? On of the purposes, really, of off-track betting is to counter bookmaking, in addition to improving the revenue picture of the province.

Mr. Pillgrem: As I indicated before, Mr. Newman, I didn't do a great deal of traveling, unfortunately. However, I was in New York City. I went through the off-track betting shops in New York, and it was their opinion that, actually in the city of New York, not the state of New York, it had very little effect, because off-track betting is not

so much there a bookmaker proposition. The basic bookmaker in the city of New York appears to deal primarily with sporting events. That is one area of the larger bet operation.

In the other area, they have so many numbers games going that the numbers games weren't really interfered with, because this is a 10-cent proposition—10-15-20-25-cent proposition, which is a very alive game in the city of New York itself.

So, it was their opinion that it had interfered very little there with the bookmakers. In Metropolitan Toronto it is my understanding that there is a great deal more money, or a great deal more of the percentage of money that is placed with the bookmaker, placed on horse racing as compared to that placed on horse racing in the city of New York. I am sorry, but that's really all of the information I have in this area.

Mr. B. Newman: So really you couldn't draw any conclusion at all from your studies that off-track betting is going to have some substantial effect on bookmaking, especially where there is a 17.5 per cent margin of profit for the bookmaker?

Mr. Pillgrem: You realize basically the bookmaker puts that 17.5 per cent in his pocket?

Mr. B. Newman: That is what I mean. That's why you are not going to have much effect on the bookmaker by off-track betting. He is working with a 17.5 per cent margin of profit immediately in operating as a bookmaker.

Mr. Pillgrem: Yes; but remember, the man that bets with the bookmaker is not getting any better deal by betting with the bookmaker than he is by going to the off-track betting shop.

Mr. B. Newman: Yes, I know; but, you see, the off-track betting shop doesn't supplant the bookmaker. The bookmaker is still going to operate even if you have off-track betting.

Mr. Pillgrem: One of the studies that was done by one of the groups working in the employ of the task force discussed and—I won't even suggest how—arranged to talk to a great many of the bettors, particularly in Metropolitan Toronto, who bet with bookmakers. They were able to find the names of a great many of these people who indicated that if they were given the opportunity they

would bet with a legal shop as compared to going to a bookmaker.

I grant you, at the same time, there are many of them who said the bookmaker provided a service right in the plant, if I can put it that way, where they had a runner service and that he provided them with a service and they would still deal with the bookmaker, regardless of what happened. But there is a certain percentage of this that is going to go into the legal offtrack betting shop, if such is in operation. So, it is bound to have some effect.

Mr. B. Newman: We would hope it would have a substantial effect, but really where the bookmaker has a 16 or 17.5 per cent margin of profit advantage, he certainly is going to try to stay in business.

Madam Chairman: Item 1 carried? Carried.

Item 2.

Mr. B. Newman: Madam Chairman, I simply wanted to ask two little questions on this. One is concerning videotapes. Are these part of the responsibility of the theatres branch to control?

Hon. Mr. Winkler: I beg your pardon, Mr. Newman. Would you repeat your question, I didn't hear the first part of it.

Mr. B. Newman: I was asking the minister concerning videotapes in relation to this branch of the department, whether that was a responsibility.

Hon. Mr. Winkler: No it is not; no.

Mr. B. Newman: No.

Hon. Mr. Winkler: I would like to introduce Mr. Silverthorn, the director of the theatres branch, to answer your questions.

Mr. B. Newman: Then the second is: The various peep shows that you've noticed, and adult movies, that you see as you walk down Yonge St., are those films under the control of the theatres branch?

Hon. Mr. Winkler: No, and I would ask Mr. Silverthorn to say why.

Mr. O. J. Silverthorn (Director, Theatres Branch): Madam Chairman and Mr. Minister, those are of 8 mm width.

Mr. B. Newman: And because they are 8 mm they are not under your control?

Mr. Silverthorn: No!

Mr. B. Newman: Then any type of motion picture, if it were reduced from a 35 mm or 16 mm to 8 mm, you would have no control over it?

Mr. Silverthorn: No; no jurisdiction.

Mr. B. Newman: So that someone who wants to get into the business, all he has to do is have it reduced?

Mr. Silverthorn: Practically impossible, physically!

Mr. B. Newman: Okay, right. I have no other questions.

Madam Chairman: Any further questions on item 2?

Mr. Gisborn: Yes. The average person, looking at the budgeting for the control or supervision of the operation of theatres of \$229,000 might think that's an awful lot of money. What is the revenue from the theatres?

Mr. Silverthorn: We charge so much a foot for each film that is submitted to us; we charge so much per reel and our total revenue for this year was \$219,000.

Mr. Gisborn: Is there a theatre tax, provincial theatre tax; or is there admission tax?

Mr. Silverthorn: No, it's a tax that we charge the film distributor. If you submit a film to us for censorship we charge you \$6 per 1000 ft; and it amounts to maybe \$60 or \$70 or \$80 per feature. And each copy is charged accordingly. That's how we get our revenue.

Mr. Gisborn: Yes, I understand that now. But I haven't been to a theatre for so long, I am just asking, is there an admission tax?

Mr. Silverthorn: Yes.

Mr. Pillgrem: Retail sales tax.

Mr. Silverthorn: That's under a different department, retail sales tax.

Mr. Pillgrem: Under the Department of Revenue; retail sales tax.

Mr. Gisborn: The function set out in the summary is to approve and classify all 35 mm and 16 mm motion picture film material in Ontario.

Mr. Silverthorn: Yes.

Mr. Gisborn: Is this the case?

Mr. Silverthorn: Every film that's shown on any screen in Ontario comes to our office first and is viewed and approved and categorized.

Mr. B. Newman: Even those from overseas?

Hon. Mr. Winkler: Yes.

Mr. Silverthorn: Everything!

Mr. Gisborn: And do you find this necessary? Wouldn't there be an area of trust in most categories? Is it for the safety of the film in its construction or is it just for the content?

Hon. Mr. Winkler: It's for placing it in a category I believe.

Mr. Silverthorn: It's categorizing mostly—classification. The film is on a safety base. Fifteen or twenty years ago all films were on a nitrate base, and it was necessary then for many precautions, especially in the projection room. But those days are gone. Film will not burn.

Mr. B. Newman: The scissors aren't used any longer, are they?

Mr. Silverthorn: Oh yes!

Mr. B. Newman: Are they?

Mr. Silverthorn: Oh yes.

Mr. B. Newman: Have you done much work in the past year?

Mr. Silverthorn: Well, we call them excisions now. Last year we made excisions in 107 features.

Mr. B. Newman: On 107?

Mr. Silverthorn: Yes.

Mr. B. Newman: Is that an increase over the previous year?

Mr. Silverthorn: A bit, yes.

Mr. B. Newman: In other words, you're peaking, or you are still rising as far as the use of the—

Mr. Silverthorn: We are still maintaining what we think is a little bit of decency and common sense.

Mr. B. Newman: Is the, what was commonly known as the family type of film, is it coming back? Is the theatre industry coming back or is it still on the down?

Mr. Silverthorn: Still on the downgrade as far as—

Mr. B. Newman: Still on the downgrade.

Mr. Silverthorn: —restricted films are concerned. Family pictures are very rare.

Mr. B. Newman: Too bad!

Mr. Pillgrem: People just don't seem to want to take in family movies. The one I enjoyed over this last year was "The Railway Children."

Mr. B. Newman: It's just too bad.

An hon. member: Beautiful film.

Mr. Silverthorn: Nobody wants to see them.

Mr. B. Newman: A lot of good films and they—or some good films—and the public will not support them.

Mr. Gisborn: But do I understand from Mr. Newman's question and your answer that the attendance is on the decrease?

Mr. Silverthorn: Well, the attendance may not be down, but the type of film is certainly degrading; more degrading every year.

Mr. Gisborn: Why I asked that, it's been noticeable that there are numerous new theatres being built and opened.

Mr. Silverthorn: True; in shopping centres especially. But they're mostly restricted programmes that they're showing in those theatres. Everyone wants to see a restricted movie. They don't seem to want to see a family picture any more.

Mr. Gisborn: But that's not the question. There may be some of the older type buildings that are closing down and they're being replaced by the new shopping centre cinemas 1 and 2 and so on. I could name 15 right now that I've noticed in the Hamilton district and Wentworth county area that opened up in the last three years. New theatres, and they seem to be thriving; and it gives me the impression it was on the increase and they were coming back.

Mr. Silverthorn: Well, last year we had 12 new theatres; sir, with 21 auditoriums in those 12 theatres. Some theatres have four and five auditoriums now. At the Imperial right now they're going to have six auditoriums there within the next year or so, the old Imperial on Yonge St.

Mr. B. Newman: Madam Chairman, there's an interesting paragraph in the submission by the department that I think should go on the record. It indicates what we've been talking about earlier—I'm reading paragraph two on page three:

A case in point in this regard is the failure of an experiment in one city in Ontario. A chain which was running a children's series invited the local parents to a free preview of the films to be offered to the children. Only six parents were interested enough to turn out for this presentation.

Mr. Silverthorn: There's your answer.

Madam Chairman: Sad commentary. Item 2 carried?

Some hon. members: Carried!

Madam Chairman: Item 3.

Mr. S. B. Handleman (Carleton): Madam Chairman.

Mr. B. Newman: Madam Chairman.

Madam Chairman: Mr. Handleman.

Mr. Handleman: Go ahead!

Mr. B. Newman: I wanted to ask of the minister if, under lotteries, anyone that does run a lottery in the Province of Ontario submits to the department the names and addresses of the winners? And if they do submit them, would they be available to the public if they wished to check?

Hon. Mr. Winkler: Yes!

Mr. B. Newman: They are. Including, say the one that was run locally by the Toronto Sun newspaper.

Hon. Mr. Winkler: Well, now, I don't know. That's not—

Mr. E. C. Fisher (Director, Lotteries Branch): The Toronto Sun, if I may answer, Madam Chairman, is not a lottery. When you're thinking of the—

Mr. B. Newman: You don't pay it by the money—

Mr. Fisher: This is correct.

Now, a lottery is broken down into three elements; you have consideration, chance and prize.

Now, you may say, is there a consideration in that you have to buy a newspaper? And

at court it may, or may not prove that this is a fact; however there is no chance on the prize. You're speaking of the dollar bills now, are you?

Mr. B. Newman: Yes, the Lucky Bucks.

Mr. Fisher: Lucky Bucks!

If you have the dollar it's a prize. There's no chance. Now, maybe the chance is whether you have that specified or particular buck in your pocket, but if you do have it there's a prize. In other words, you don't have to take your dollar bill, throw it in a drum and maybe be lucky enough to have it pulled out.

So there's at least one or two elements of the lottery missing, and it's more in the promotion and advertising area than in the lottery field.

Mr. B. Newman: In some of the lotteries I noticed the individual must answer a skill-testing question. Why is that needed?

Mr. Fisher: Well, this is—

Mr. B. Newman: A skill-testing question sometimes is what is two and one, or the equivalent of that.

Mr. Fisher: Well this is correct again. The skill testing question, of course, may be a question of skill to me and to you it may not. For example, if it's hockey, and I've been a coach for several years in the THL here in Toronto, I could probably answer it, maybe not too. But to another person who didn't like hockey or didn't follow it, it could be skill-testing to them.

In the courts, there are again stated cases which I have, where the courts have ruled that in fact it was a lottery because there wasn't a skill-testing question; or sometimes the reverse is true. We have cases the other way too.

But in answer to your question, a skill-testing question is not required to operate a lottery. All that is required, of course, is a licence.

Mr. B. Newman: Why is that? Why is the skill-testing question needed? Could not the individual or the organization give the prize away without that type of a question?

Mr. Fisher: That is a good point well taken here. Prior to lottery legislation, of course, which came into effect January 1, 1970, the way around the lottery legislation, or section 179 of the Criminal Code, was a skill-testing question which took it out of the lottery field.

Mr. B. Newman: But they no longer have to follow that.

Mr. Fisher: That is correct!

Mr. B. Newman: They could come along and just award the prize or whatever it is—

Mr. Fisher: Yes, they could. And I smile occasionally when I look in a newspaper and see skill-testing question, because—

Mr. Pillgrem: It's a bit of a hangover from previous legislation.

Mr. B. Newman: Right!

Mr. Fisher: This is correct!

Mr. B. Newman: Yes, that's good.

Now the other couple of questions I wanted to ask of the minister: How about these Reader's Digest contests that they seem to always conduct? They type your name and you're one of the lucky individuals to have been drawn from the community; and that goes to every single individual that subscribes to Reader's Digest. Is there no control over that?

Mr. Fisher: There is no control at the moment, for this reason: What happens—and if I may just explain briefly what does happen on this—Reader's Digest buy a list of addresses from, well, the people who deal.

Mr. B. Newman: They sell them.

Mr. Fisher: They sell them; of course.

Then they send out a list of names. Say that Fisher was on the list. They say: "You may have won the prize." Now, prior to sending out those letters, they do, in fact, draw 10 numbers at random. And these will be the lucky prizes. If 100,000 letters go out, those 10 numbers will be among those. But if I happen not to return that letter, of course that particular number will not be drawn.

For argument's sake, let's take a hypothetical case where all the letters come back. You do have the ten numbers that have been drawn prior to the letters going out. Then they go into a barrel and draw numbers one, two, three, four and five—to number 10. Of course, as you get down the line the prizes get smaller and smaller. Then you'll be notified that your letter has been received and that you may have won one of the large prizes. This is before they sort out the letters that have been returned. Now, if you are fortunate enough to have your name on that certain number, you will, in fact, win that prize.

There are 10 prizes in 100,000. If you are one of the 99,990 who haven't won, they'll probably send you a bar of soap or something like this; or offer a reduction in your subscription—

Mr. B. Newman: Subscription to the Digest.

Mr. Fisher: —to whatever it happens to be. Now, this is the gimmick. This is what it does. And it's perfectly legal, of course. You don't have to send back that card.

Mr. B. Newman: Do they provide a list of the winners in each contest to the department? Are they not obligated to—the fact that they do operate in Ontario?

Mr. Fisher: No, because here again it is not a lottery. You don't pay; there is no consideration.

Mr. B. Newman: But you'd think from a good public relations point of view they would, because it's immediately suspect; is it not?

Mr. Fisher: Oh, agreed!

Now in two instances I have received complaints from people who misread their letter. They read into it that they had won a prize. In fact, they surely did; but they won the 10-cent pencil—which they received. Do you see what I mean?

Mr. B. Newman: Yes.

Mr. Fisher: Then—

Mr. B. Newman: With 16 cents postage for it?

Mr. Fisher: Agreed. The federal government gets that out of the mail. Somebody wins there all the time. But the—

An hon. member: The mailmen win everything.

Mr. Fisher: Ah, that's great.

Interjections by hon. members.

Mr. Bounsall: With the federal Post Office losing money on each mailing, we are the losers all the way around.

Mr. Fisher: But the fact is that I have received two complaints. This is why I am just a bit knowledgeable on this. I wrote to Reader's Digest—and the other one was a sewing machine firm down in Montreal—and received word back, of course, in both cases,

setting out the steps taken in the contest and saying: "I am sorry, but the gentleman or lady didn't win. Try next time."

Now, it's a promotional and advertising scheme, and maybe we have got to the point where someone should be taking a look at it. I don't know whose jurisdiction it is in—federal or provincial?

Mr. B. Newman: Well, if they operate in Ontario, I would assume that you should have some type of control—or ask for some type of information from them so that we in Ontario would know that when Reader's Digest are operating this type of a contest, that the prizes are given.

Mr. Fisher: I agree. We do that in our lotteries, if I may switch over there. We make sure. First of all, the name of the game is money for charity; so supervision and control are the key words. And we do this through our 30-day lottery report. Thirty days following any lottery, the organization must submit to us a 30-day report. Included in this report, among other things, is the gross amount taken; the actual prizes awarded, with the names of the winners; the administrative cost and the balance—the net proceeds to the charitable cause. And of course also the name of the bank and the lottery trust account. So that we can check in any one period on who-won-what.

If I may just pick out the Kinsmen Club, for example. Everytime that they have a draw, they send us a complete list of their winners within two or three days.

Mr. B. Newman: How about the unclaimed prizes, if any?

Mr. Fisher: Well, there wouldn't be any in a lottery.

Mr. B. Newman: Why wouldn't there be in a lottery?

Mr. B. Fisher: Because one must win. Let's take two or three examples. First of all, if you purchase a ticket—

Mr. B. Newman: Right!

Mr. Fisher: —for a dollar.

Mr. B. Newman: Right!

Mr. Fisher: Let's take the Kin, for example.

Mr. B. Newman: Right!

Mr. Fisher: You purchase a ticket. They sell 350,000 tickets at a buck a piece, they

throw them in a drum and they pick—what—25 winners out of that; so there must be a winner.

Mr. B. Newman: But supposing you lost your ticket, what claim have you to the prize? What happens to the money?

Mr. Fisher: When you buy a ticket, there is a stub. You put your name and address on the stub. It is the stub that goes in the barrel. If you lost your ticket, it wouldn't make any difference because your stub had been drawn. This probably isn't generally known but it is no secret. On many a ticket you'll see on the stub that you must present your ticket to win.

Mr. B. Newman: Yes.

Mr. Fisher: It is not enforceable. It is not enforceable at all. Your stub will be in the draw in the barrel and if your name and address is on it, that's proof enough.

Let's go back to your advertising promotion once again. In a situation like that if that certain letter didn't go back with that number on, then one of the prizes wouldn't be awarded. Reader's Digest tell me that in a case like that they take all the unclaimed prizes and sort of throw them in a heap and once again pick different numbers. If any of those letters bears the number of the new batch of winners, then the prizes are awarded. In other words, all the prizes are awarded.

Let's take the third situation where—

Mr. B. Newman: Reader's Digest tell you that, but you have no way of checking up on them.

Mr. Fisher: Oh agreed!

Mr. B. Newman: You do or—

Mr. Fisher: No, we do not; because it doesn't come within our jurisdiction. It is not, in fact, a lottery.

Mr. B. Newman: Does Quebec, to the best of your knowledge, check up on them; because I understand Reader's Digest prizes are given out of the Province of Quebec.

Mr. Fisher: No, because their lottery legislation would be similar to ours. We license under the Criminal Code of Canada. The Criminal Code allows the authority to set terms, conditions and guidelines. In Ontario, we do this through order in council 274/70, as you are well aware.

In the Province of Quebec, even though their guidelines are different, basically they

have to abide by the Code. So their lottery laws are pretty close to ours. There is nothing in the federal or provincial laws, of any province as a matter of fact, particularly in Ontario and Quebec where I am familiar with them, that controls the advertising and promotion schemes—nothing whatsoever.

As for the third situation on the prizes, we will say one of the organizations is running a lottery, a draw, on the NHL finals or the Grey Cup coming up this fall. You have a number.

If you take the NHL, you might have five numbers, five digits on your ticket—3-15-17—in other words, the third period, 15th minute and 17th second. That might be the winner, but there may be a chance that on that particular time you wouldn't have a winner, because that particular ticket was not sold.

Then we have in our terms and conditions and our regulations a stipulation that, if the winning ticket is not sold, they must award the prize to the next closest.

So there, once again, there are prizes. The prizes are always awarded.

Mr. B. Newman: That's very good to hear, Madam Chairman. I wanted to ask just one other question and that is concerning raffling—I shouldn't use the term raffling—but door prizes that are given by various industrial or commercial establishments. You have no control over them at all?

Mr. Fisher: No, we do not.

Mr. B. Newman: So even though they may advertise in the press that so and so won a certain prize, that may not necessarily be so at all. In fact, in the one instance I know, it wasn't so.

Mr. Fisher: This could be true. We only control under 179 and 179(a) of the Criminal Code.

Mr. B. Newman: Yes.

Madam Chairman: Thank you, Mr. Newman. Mr. Handleman.

Mr. Handleman: Madam Chairman, I want to talk about real, genuine, down-to-earth lotteries and nothing else. The objective, stated in this notice that we had, is to ensure that lotteries and games of chance are conducted under the provisions of the Criminal Code, but even beyond that you set your own regulations.

Mr. Fisher: All right.

Mr. Handleman: You change them. Before you answer me, I am going to mention one that you are very familiar with, which is, of course, the Nepean Recreaffle—one of the most successful lotteries, one of the best promoted lotteries, one that drove the Ottawa Turf Lottery to failure, as you know.

Mr. Fisher: Right!

Mr. Handleman: Yet here is a lottery which, in the view of everybody in our constituency has a very worthy cause, and is being hampered by changes of regulations in midstream and being told they can't do this. When they started out doing certain things, it was approved; now they are told they can't do it. Nothing to do with the Criminal Code—as I understand it they were abiding by the Criminal Code—but they are being hampered by provincial regulations.

Mr. Fisher: I would say, Madam Chairman, that this is partially correct. As you know, I was down there about two weeks ago and straightened that situation out. I'm not going to use the old cliché that it was a misrepresentation or misinterpretation of our regulations, because that would only be partially true also. But here was the situation: Prior to 1970, the Criminal Code, if I can back up a moment here, section 179, said that, "you cannot buy, sell, advertise or distribute raffle tickets or engage in any games of chance."

However, effective January 1, 1970, section 179(a) came into effect that in fact said, "if you are a charitable religious organization"—and the term is quite broad, as you know—then you may do all those things that are prohibited in 179.

Okay, let's take another step. Now section 179(a) of the Criminal Code, subsection 2, says that "the minister in charge may set terms, conditions and regulations," and we have done this. This is where we set the terms and conditions.

Now you say that we change them from time to time. Yes, I think life is a continual learning process and from time to time you must take a look and change regulations, no matter what legislation it is, in the context of time and need.

Mr. Handleman: No question about that.

Mr. Fisher: Okay, all right!

Mr. Handleman: It's the question of change in midstream.

Mr. Fisher: They believed, because our regulations—and this came about on Decem-

ber 14, when cabinet in its wisdom decided to control the proliferation of the large lotteries—

Mr. Handleman: Right.

Mr. Fisher: —they believed that they now came under that. Of course when I went down and spoke to the reeve and the solicitor down there we straightened that out, and this is now the fact.

But we do have a broad interpretation of that phrase “charitable organizations for charitable purposes;” because I believe, in this vast province of ours, that each geographical location may have its own interpretation of those things beneficial to the community. The needs, desires, the customs and the habits of the people differ from place to place. You were absolutely right when you said Nepean is a good cause. It is a good cause in Nepean. Maybe Nepean’s cause wouldn’t be considered a good cause here.

But let’s go one further than that. You have probably two groups. You have the—I’d like to say down-to-earth, dedicated people of a service club or something like that who give selfless, untiring service and devotion to duty, if I can wave the flag a little bit here. Those are the type of people who sell their tickets sort of eyeball-to-eyeball.

Now you have a second group who are sort of the patron type of organization; and admirable as they may be, and are as a matter of fact, they don’t have the bodies to sell tickets. Those tickets, in a case like that, of those organizations, have to be farmed out on a commission basis.

Now this is the case of Recreaffle. They have dedicated chaps down there and organizations within that area to sell their tickets.

However, as the concentration of our population in Ontario is centred—76 per cent is centred—in 30 municipalities, when you are giving a \$100,000 prize, you have to get into those large municipalities in order to make it pay. Recreaffle, of course, had their difficult time in doing this.

But I also believe here that when I issue a licence I join to a large degree in the success or failure of that licence. So I try and help out all I can.

As you know, I made a trip two weeks ago to Ottawa and we settled it. I am sure they will come out fine. They run a first-rate raffle and are doing an excellent job of the thing.

Mr. Handleman: They thought, having got rid of the competition of the Ottawa Turf Lottery, which was a failure, that they would now have at least that particular metropolitan area all to themselves; and of course I’m sure you know that they are being shut out of the fairs, shut out of Central Canada Exhibition and they are quite upset about that—

Mr. Fisher: Oh, they would be.

Mr. Handleman: —they think is a very worthy cause.

Mr. Fisher: I’m sure it is. Now, I’ve had to—if I may use the term—call them to heel occasionally.

Mr. Handleman: Just enthusiastic.

Mr. Fisher: You see, each municipality has its own groups raising money for community betterment programmes in that local municipality. Now, if a provincial licence would allow a group to go out and, by virtue of the fact they could give a large prize, put a great number of tickets in the municipality, they could knock these small local groups out of business. After all, this is the key to the whole lottery field.

Mr. Handleman: Yes.

Mr. Fisher: So we say here you must get municipal permission if you want to sell tickets, and this is where Recreaffle got into a little problem. They went into places without an okay. They took the attitude, “If you don’t answer it’s yes;” which didn’t work.

Mr. Handleman: I don’t think they waited for an answer sometimes.

Mr. Fisher: Sure.

Mr. Handleman: Just one other question; it is not necessarily with regard to Recreaffle. Is there a time limit to achieve their objective or can they go on selling ad infinitum?

Mr. Fisher: No. When they submit an application to us they must have the date of the draw on the thing.

Mr. Handleman: But they have periodic stage draws. You know, they’ll draw for —

Mr. Fisher: They have mini draws.

Mr. Handleman: Yes.

Mr. Fisher: Those mini draws really are part of the large draw. If you give one prize of \$50,000, that is fine. This is why you buy

the ticket in the first place, to win the \$50,000, not the consolation prizes. But, to induce people to buy early, they have mini draws.

Maybe they'll have a draw a week for the first month in the thing to induce people to buy early. This is where the mini draws come in. But, the overall time is set when they get their licence and there is no deviation from that.

Mr. Handleman: It just seems to me that one has been going forever. I've stopped buying tickets, actually.

Mr. Fisher: You are so right; because Re-creaffle gave 18 months as their extended time. Now time is on their side. As you know, they are building their sports complex and it was going to take about 12 to 15 months to build it. They figure, of course, that as the building progressed they could say: "Now, people of Nepean township, look what we've got now. Get out and sell more tickets."

As it comes near completion, of course, then there is more drive on selling tickets. So they, in fact, went for 15 months. The draw is this fall.

Mr. Handleman: Glad to hear it!

Madam Chairman: Item 3 carried?

Mr. B. Newman: Madam Chairman, may I ask Mr. Fisher: Does the operation of the department pay for itself by the revenue involved?

Mr. Fisher: Yes, it does. Our budget, I think, is somewhere around about \$80,000.

Mr. B. Newman: How much do you draw in as revenue?

Mr. Fisher: I would say around \$90,000 or \$100,000.

Mr. B. Newman: And it should. Thank you, Madam Chairman.

Madam Chairman: Mr. Gisborn, you had a question?

Mr. Gisborn: Yes, Madam Chairman, on the jump from 22,680 to 43,388 from 1970 to 1971 of bingo lotteries licensed by the municipalities. I take it from the opening sentence on lotteries branch, that in a sense you leave it up to the municipality to test the integrity of the people applying?

Mr. Fisher: I think you have to.

Mr. Gisborn: Okay. That's fine.

Mr. Fisher: You have to.

Mr. Gisborn: There has been an increase. I understood that when the Lotteries Act was introduced there were some feelings that there were too many bingo games going on in the province and the Act said that what would be allowed would be occasional licences.

Now, I want to make it clear I am not complaining. I don't care if they run from 6 o'clock in the morning until 10 o'clock at night. But I hate to see, in any sense, a mockery made of an Act or law that provides some supervision. We know that in Hamilton, with which I am familiar, the same places operate continually afternoon and evening, and you'll find the same people run the lotteries; they go from one to the other. The question is, how does that work? Is that allowable? They are sort of professional bingo operators. Do they get paid by the people sponsoring the game?

Mr. Fisher: They shouldn't.

First of all, there were a couple of questions in there, Madam Chairman. One concerned the number of lotteries. Prior to 1970, under section 168 of the Code—and I don't want to bother you with sections here—but section 168 of the Code contained an exemption that charitable organizations could run an occasional bingo provided they had the blessing of one of the officials. This is where the "occasional" provision appeared.

When the lottery legislation was changed and legal lotteries came into effect in 1970, that "occasional" provision was taken out. It is now up to the local authorities to determine the number they wish to permit at any one time.

When one looks at that report, which indicates the total number of licensed lotteries has increased from 30,000 in 1970 to about 58,900 in 1971—almost double—one would think at first glance, of course, that there were more. But this really isn't the case. Let's back up for a moment again.

Prior to 1970, an occasional one was operated with permission from the local authority. Now, as everyone knows, that occasional one became a multiplicity and the bingos increased—and, of course, so did the abuses in the lottery legislation.

Here we have a situation where, for many years, organizations could operate lotteries with permission only. Then, all of a sudden, the laws changed and said they must have

a licence. Therefore, we had what we call a hiatus period—that's always a good word for an extension—for some months to allow the people to adjust.

What I am really saying is that although there were more licences in 1971 than in 1970, it was because an awful lot of organizations had to get the message that they must have a licence. I would suggest to you, therefore, that the 1970 and 1971 figures do not really reflect the truth because there were still many lotteries operating under the old system.

Mr. Gisborn: That leads to my concern about them having the bingos in the same building each afternoon and each evening. Are you telling me that they apply for separate licences for the morning bingo and the night bingo?

Mr. Fisher: For every bingo.

Mr. Gisborn: Seven days a week?

Mr. Fisher: The answer is yes. For every bingo that they operate, they must be licensed to operate.

In the case of bingo, you can get a series licence. For example, there are many clubs, the Lions, the IODE, the Rotary Club, and so on, that operate bingos once a week. As you say, they could be run twice a day, but let's take an example of once a week. They would come to us and say, "We wish to operate 50 bingos, one each week, in 1972," and we would give them a series licence for the 50.

But bear in mind that bingo serves a double-barrel purpose; it raises money for community benefit work but it is also a social pleasantry. Where else can you go for three or four bucks a night?

Mr. Gisborn: I am not discussing the merits of bingo.

Mr. Fisher: Yes, right. But this is why there is more latitude in bingo. This is the point I am trying to make.

Mr. B. Newman: It's better than some TV shows.

Hon. Mr. Winkler: Or sessions of the Legislature.

Mr. Gisborn: My next question is, who provides the supervision over the actual conducting of the game to make sure it's fair and above board?

Mr. Fisher: We spot check it, Madam Chairman. We spot check them. There are six of us in our branch here. If I can just throw a plug in here, Mr. Minister, I think it is an effectively and efficiently operated branch. But we do have—

Mr. D. A. Paterson (Essex South): Do they all like bingo?

Mr. Fisher: Since it is under the Criminal Code, once the licence is issued, it becomes a police matter. In effect, we have 252 police forces in Ontario, plus a network of OPP officials, who take a look at things now and again. But on top of that we have two men in our branch who spot-check these things periodically. I assure you that all you have to do is go in one place for one day and it gets around pretty fast that our inspector—we like to call him a field representative—has been in there and has taken a look in at the operation. So this is one way of controlling—

Mr. Gisborn: Did I understand you, Mr. Fisher, to say on my question as to whether the persons—sometimes there are four—that are conducting the bingo cannot be paid a salary or commission?

Mr. Fisher: Yes. Again the answer would be that they cannot. But we do permit an organization to pay \$5—a maximum of \$5 a night—for the reason that possibly if there is a bingo in downtown Toronto, there may be some of the chaps from the Lions who may live out in Etobicoke who will stay down and help operate that bingo. The \$5 will allow him to pay for supper or take a cab home—or something like that. In other words we feel—rightly or wrongly—that they shouldn't be money out of pocket. They shouldn't make any money, but it shouldn't be out of their pocket.

Mr. Gisborn: I also feel that too, but I have got some suspicions that some are professional bingo operators; and make a profession out of it.

Mr. Fisher: Yes, well we had a situation here that I don't mind relating to you. In a fair size city—it didn't happen to be Toronto, in this instance—we found that about five people got pretty smart and they were moonlighting. There were six bingos operating—one a night. These five people went to the groups and said: "You are having a difficult time getting floor people to come out; getting your members to work. Pay us \$20 a night and we'll do it for you." So they were moonlighting.

They didn't get the thing off the ground; but they could have made \$100 a week going out five nights a week at \$20. Not a bad deal. But it didn't get off the ground. We were told about it.

Mind you, these bingo operators pretty well police their own organizations. If there is any hanky panky, they call us and say: "Look at what the group down the road is doing; we think it is contrary. Can we do it?" And this is when we step in. So we can control it that way pretty well.

Mr. Gisborn: Now on the other end of the programme, where prizes are in excess of \$3,500, then it has to be a straight provincial licence? You have to do all the investigating and thorough checking out of applications?

Mr. Fisher: This is correct.

Mr. Gisborn: And in the first sentence it says, "For charitable or religious purposes," and of course it says for a "community good."

I want to talk about the Hamilton stadium turf lottery. I think it was originally to raise \$250,000. It fell short as you know, and they applied and received a licence to conduct the second one—which is still on the road.

I was in favour of it to the extent that they had decided they were going to go along with raising money in this fashion. The municipality got in some financial problems—escalating costs for stadium renovations; this sort of thing.

Again, I would like to know that our laws are lived up to and not used in a shabby manner. I would like you to tell me on what basis do you classify the purchasing of artificial sod and installing it, and paying such an enormous price for it; how it comes within the realm of the Act?

Mr. Fisher: It is a good question. There are many things that prove beneficial to a community—depending on where you are. I happen to come from Goderich in the county of Huron. I would suspect that many things that are beneficial to my little town would possibly be laughed at on the streets of Toronto. Nevertheless, they are beneficial.

In your particular case in Hamilton, that application was granted to put turf in the Ivor Wynn stadium. But the explanation—we called them in—was they could only use the stadium about 20 or 30 times a year. They had to watch the weather and when there was a professional game that sod, or that dirt, had to be perfect. With artificial turf, they could probably use the stadium 250 times a year; and therefore they would allow

the high school groups and the minor, amateur groups to use the football field. Thus, this comes into the realm of minor sports. Now granted, it might have been a borderline case—

Mr. Gisborn: But again those reasons don't fall within the purview of charitable or religious reasons.

Mr. Fisher: What are "charitable or religious purposes" under the Act? First of all, you have the normal charities that we think of. Secondly, you have education, you have religion, then you have sort of a catchall—which I agree is a catchall—"anything beneficial to the community."

You could stretch the imagination, and we did here. Granted, it was a borderline case and you might have believed I erred in issuing the licence. I wouldn't deny it probably. But, in "beneficial to the community," if in fact the greater portion of the minor sports groups in Hamilton was going to benefit by being able to play on that field, then probably we could stretch the imagination and do it.

Now, I would say—

Mr. Gisborn: Yes, but the point is that we have to wait and see. It hasn't been proven to any extent yet.

Hon. Mr. Winkler: Agreed, agreed!

Mr. Gisborn: One of the groups said that they weren't convinced that it was going to be available for them the number of times that they were promised. What we have to realize is that it was a real controversy in Hamilton.

Mr. Fisher: Yes, I realize that.

Mr. Gisborn: A great number of letters to the editor said, "I don't go to football games. I don't watch them." "I like to play golf," or "I like to go to other sports, and I'd like you to do something for me."

Hon. Mr. Winkler: I'd like to make a little point here, Mr. Gisborn. I think it is an extremely interesting one. In the discussion this afternoon in regard to the contributions to the purses in horseracing—it's a very peculiar thing that the point comes up because I wouldn't have raised it myself—but I think there was a contribution made to that particular project by the Department of National Health and Welfare from Ottawa. Am I right?

Mr. Gisborn: Not to the laying of the artificial turf.

Hon. Mr. Winkler: Or the purchase of it?

Mr. Gisborn: No, not at this point.

Hon. Mr. Winkler: Well, then I'll have to withdraw.

Mr. Gisborn: They are trying to obtain it.

Hon. Mr. Winkler: I'll even retract my thoughts.

Mr. Gisborn: They are trying to obtain some assistance for the rebuilding of the stands.

Hon. Mr. Winkler: That's a different question. I'll yield.

Mr. Paterson: Probably the minister made a cash donation.

Hon. Mr. Winkler: That'll be the day!

Mr. Gisborn: That hasn't come through. But, you see, we had a thought in circles about it, a few politicians and some city officials and some lawyers. One lawyer had done some research in the British law and he said that if anyone laid an information as to the granting of this licence, they would win the case hands down according to British law. They checked it back and in no sense would that be considered under the term "charitable or religious purposes."

We understand what happened. The Chamber of Commerce is a pretty influential group and the Junior Chambers are pretty influential, they are a bunch of good go-getters. The media was in favour of it, the sports end of the media was in favour of it, they got a lot of free publicity, there were enormous letters to the editor in favour of it but they were spiked. I knew some of the people who wrote them, much better writers than the guy who was opposed to it because he thought that his tax money was being wasted in the whole development anyway. This is the sort of thing that develops in a community when the leeway is too free. So it didn't develop a sense of a good community development; it developed some animosity in the community, rather than what we thought the purpose was for.

Mr. Fisher: I agree with you, sir. We are waiting, the same as you are, to see whether it's used for the purposes stated in the application, and only time will tell that. Once again, I would say to the hon. gentlemen

here, that if it doesn't pan out the way we thought it would, there will be no more. I don't suppose there will be any more anyway, as a matter of fact.

Mr. Gisborn: No, but it'll be a \$250,000 artificial turf down there that went there that might—but that's beside the point.

An hon. member: There's no seating in it.

Mr. Gisborn: That is where I think our Acts and regulations should be looked at, and if there is going to be that flexibility it should be spelled out pretty clearly, so that we don't get into these controversial problems.

Madam Chairman: Mr. Kennedy.

Mr. Gisborn: Just one other point—

Madam Chairman: Oh, I am sorry.

Mr. Gisborn: —that I wanted to get clear. I don't think my question would be relevant, because once the application was approved and allowed, the provincial scrutiny is over, and they have done their job. I was thinking about the laying of an action in that case. It would have to come from an individual or the information would have to come from some other source to test the validity of the case.

Mr. Fisher: Yes, I would think so, but I would also believe that the Criminal Code says you must have a licence. If a licence is issued from here, then I think that that would clear the organization. At least they had a licence. It may be my fault, but at least the organization would be clear.

Mr. B. Newman: No licence for Russian roulette.

Madam Chairman: Mr. Kennedy.

Mr. R. D. Kennedy (Peel South): I would like to ask Mr. Fisher, while he is here, about Lottery Services Canada and Ernie Priess. He has come to me with some complaints and objections that he can't get his licence and that it has been declined, that he run a lottery, I think with Rotary or some service club. Could you give us the background on that case? What is the score?

Mr. Fisher: Our regulations say that you cannot give over 15 per cent to commercial outlets—10 per cent, as a matter of fact, to commercial outlets, but a total of 15 per cent for incentives.

Here's a situation, of course, where a gentleman, and he's an honest chap, too, I am sure he is, but—

Mr. Kennedy: That's right. He comes from our area.

Mr. Fisher: I am very glad I said that.

Mr. B. Newman: Do you know him?

Mr. Fisher: Here's a situation where he is involved with Mosport, Ontario, the Kin and Rotary. He does not believe that he can sell tickets, and do justice for 15 per cent or so. So therefore he wishes to be able to up that commission to maybe 20 or 25 per cent. Unfortunately, under our guidelines, this isn't possible at this time.

Mr. Kennedy: If he had settled for 15 per cent, would his operation be approved?

Mr. Fisher: Oh, sure.

Mr. Kennedy: This is the whole controversy over the amount—

Mr. Fisher: Sure. But then he would have to give 10 per cent, probably, to the commercial outlets. So he would have five per cent—

Mr. Kennedy: I see.

Mr. Fisher: —for himself. I believe that he says he cannot operate on 5 per cent. But if he can, he's in business.

Mr. Kennedy: I see. And that is the nub of the whole thing.

Mr. Fisher: That's the whole thing.

Mr. Kennedy: A voluminous file, eh?

Mr. Fisher: That's correct.

Mr. Kennedy: Thanks.

Mr. Fisher: If you wish, Mr. Kennedy, if you would have Mr. Priess come in and see me, I would be delighted to talk it over, because I think he did misinterpret that five per cent I was talking about. I'm pretty sure he did.

Mr. Kennedy: I think that's perhaps the case.

Mr. Fisher: Yes, this is right.

Mr. Kennedy: Thanks, Madam Chairman.

Madam Chairman: Item 3 carried? Carried!

Vote 1104 agreed to.

On vote 1105:

Madam Chairman: Item 1 carried. Item 2, carried. Item 3, carried. Item 4, carried.

Item 5 has been transferred to the Attorney General.

Vote 1105 agreed to.

On vote 1106:

Madam Chairman: Item 1.

Hon. Mr. Winkler: Mr. Humphries please; just a minute!

Mr. B. Newman: Madam Chairman, I only want to make one comment.

Hon. Mr. Winkler: Will you wait until Mr. Humphries comes forward, please?

Mr. B. Newman: Really I don't think there will be any questions. I simply want to—

Hon. Mr. Winkler: I would like to say a word first about this division. You know it's a very good one as far as this government or any government might be concerned. I think they render fabulous service.

Mr. B. Newman: I was going to make mention of that.

Hon. Mr. Winkler: I am a little prejudiced because the deputy registrar general and I went through our service in the Air Force totally together from beginning to end, and there are quite a few implications in those words. Therefore, Mr. Humphries is a little closer than just a director to me. Would you come over please, Mr. Humphries? That is the best I can do at the moment.

Mr. B. Newman: I simply wanted to commend the department on their operation. I think they are extremely efficient, extremely courteous. They take care of any problem you give them.

Mr. Gisborn: Careful now.

Mr. B. Newman: No, I can honestly say that. Miss Easson, in the department, has taken care of everything I've ever asked her in the most efficient and very capable way. I am very pleased.

Hon. Mr. Winkler: Very courteous, too.

Mr. B. Newman: Yes.

Mr. R. F. Nixon (Leader of the Opposition): Is there anybody else in that branch?

Hon. Mr. Winkler: There are two others.

An hon. member: He's got to give two reasons for a good salary.

Madam Chairman: Does vote 1106 carry?

Vote 1106 agreed to.

Madam Chairman: Thank you, gentlemen. This concludes the estimates of the Ministry of Consumer and Commercial Relations.

Hon. Mr. Winkler: Thank you very much.

Madam Chairman: Thank you for your co-operation.

The committee adjourned at 9:26 o'clock, p.m.

ERRATA

No.	Page	Col.	Line	Should read:
S-33	S-993	2	6	Mr. C. E. McIlveen (Oshawa): Madam
—	—	—	15	Mr. McIlveen: Who are living in a lodge; in
—	—	—	24	Mr. McIlveen: Now have you any money in
S-40	S-1215	1	11-13	problems. So the use of heated sand on any large scale was not favoured by any author- ities that we are aware of at all.

CONTENTS

Wednesday, June 28, 1972

Public entertainment standards programme, concluded	S-1781
Property rights programme	S-1798
Registrar General programme	S-1798
Adjournment	S-1799



ONTARIO

STANDING COMMITTEE ON SUPPLY

DEBATES AND PROCEEDINGS

of the

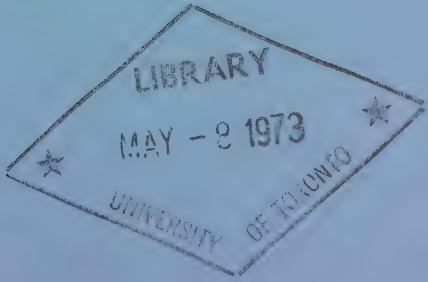
Second Session of the Twenty-Ninth Legislature

Legislative Assembly of Ontario
of the

Province of Ontario

April 17, 1972 — June 28, 1972

INDEX



INDICES

By Subjects	3
By Speakers	39

Speaker: Honourable Allan Edward Reuter
Clerk: Roderick Lewis, Q.C.

THE QUEEN'S PRINTER
TORONTO
1972

By Subjects

Accidents, industrial

Haggerty 1073, 1082; R. Johnston 1073;
McNair 1082; Paterson 1081.

Accidents, motor vehicle

Adcock 1215; Braithwaite 1361-3; Carton
1187-8, 1190-1; Germa 1296; Gilchrist
1728; Handleman 1193-4, 1262; Jessiman
1187; Martel 1287; McNab 1263-4;
Morrow 1261-2; B. Newman 1728-9;
Rhodes 1265; Roy 1263-4, 1722, 1729-32;
Ruston 1215, 1405; Stokes 1187-91, 1209-
12; Thompson 1722; G. W. Walker 1215;
F. Young 1411.

Accidents, railway

Haggerty 1253, 1273-4.

Addiction Research Foundation

R. F. Nixon 1600.

Advertising, fraudulent/misleading

Grundy 1708; Handleman 426; R. F.
Nixon 1707; Roy 1700, 1741.

Advertising/publicity

Auld 323, 329; Bounsall 430, 1138;
Bullbrook 420; Carton 1162; Deacon 323;
Drea 336, 613-4, 1741; Fisher 1789-93;
Gisborn 1782, 1797; Givens 1161; Good
8-9; Grundy 1708; Guindon 1138-9;
Jackson 420-2, 425-7; R. Johnston 1076,
1138; Kerr 410, 428, 614, 633; Martel
758, 842-3; B. Newman 410, 1792; R. F.
Nixon 1674, 1707; Pillgrem 1673, 1741;
Roy 1741; F. Young 1424.

Advisory groups

Borczak 831; Carton 1341; Cassidy 1341;
Deacon 1349.

Affidavits

Bullbrook 716-20, 723-6; Hilton 1574;
Kerr 719-20, 724; Lawlor 1581; Mills
720-5.

Age/age of majority

Bounsall 697, 701; Kerr 701.

Aged, homes for

Beckett 963; Borczak 951-2; Brunelle
940-2, 944, 950, 955-6, 959-61, 965;
Crawford 940-2, 952-3, 959-61; Deacon
955-6; Martel 939-44, 949, 959, 962;
McIlveen 960-1; R. S. Smith 941, 943,
951-4, 960-1, 964-6; Stokes 942, 944.

Aged/senior citizens

Brunelle 780-1, 940-2, 944, 950, 955-6,
959-61, 965; Carton 1246-8, 1400; Cassidy
1246-8; Crawford 941-2, 956, 959-60, 965;
Deacon 955-6; Dukszta 791; MacBeth
1251; Martel 939-44, 949, 955-6, 962, 987,
1010; McIlveen 960-1; McIntyre 1400;
Parrott 1400; R. S. Smith 752, 756, 941,
961; Stokes 942-3.

Air carriers, regional

Bullbrook 1396-7; Carton 1365-6, 1392-3;
Ferrier 1391-2; K. W. Foley 1366, 1396;
Howard 1393; McNab 1393; Stokes
1364-7, 1393-5.

Air chartered flights

Drea 1724-5.

Air services/aviation

Bullbrook 1396-7; Carton 1392-3; Ferrier
1391-2; Givens 1161; Howard 1393;
McNab 1393; Stokes 1364-7, 1393-5.

Aircraft

Auld 202; Caverly 58; Haggerty 202;
MacFarlane 202; B. Newman 58.

Aircraft industry

Dickie 1064.

Aircraft, STOL

Ferrier 1392; F. Young 1165.

Airport, Pickering

Auld 21-3, 25-7, 202; Braithwaite 25;
Carruthers 60; Carton 1156, 1162;
Caverly 22; Givens 1160-1; Good 8;
Haggerty 202, 1277; Lewis 21-4, 26-7;
MacBeth 25; McNab 1281; Renwick 24;
F. Young 1280.

Airports/airstrips

Brunelle 1022, 1030; Carton 1365, 1395-6;
Ferrier 1391-2; K. W. Foley 1366;
Givens 1160; Haggerty 202; MacFarlane
202; McNab 1388; Ruston 1395-6; Singer
564; Stokes 1363-7, 1393-5; F. Young 1388.

Amalgamation/annexation

Ferrier 1222; Ruston 1336.

Ambulances/ambulance services

Copland 1641; Deans 1641-2; Mac-
Naughton 1641-2.

Appeals from court decisions

Auld 159, 225; Drowley 160; D. C. MacDonald 164; B. Newman 225; Singer 270; M. S. Smith 270.

Appeals from statutory tribunals

Bales 1583, 1585; Brunelle 818; Good 7, 1585; R. F. Nixon 1677; Royce 1677; Singer 1585; Stokes 933.

Appeals to statutory tribunals

Auld 228-9, 233-4; Borczak 827; Brunelle 815, 817-20; Cassidy 825-7, 834; Drea 821-4, 826; Good 228-9, 233; Lewis 828-9; MacFarlane 228; Martel 815-9, 826; R. S. Smith 818-20; J. P. Spence 823.

Appraisers/appraisals

Gilbert 1268, 1288-9, 1355; Good 1589; McNab 1290; Rhodes 1268.

Apprentices/apprenticeship

Cassidy 625-33; Davy 618-9, 621, 623, 625, 628-9, 631-2, 638-42; Gisborn 617-22, 624, 628-9, 640-2; Haggerty 515, 1137; Handleman 463; Jackson 515; Kerr 383-4, 515, 619, 622-33, 640-1; Kinley 1137; Laughren 640; B. Newman 612-3, 638; Sisco 508.

Aptitude tests

Bounsall 499-501; Kerr 500-1; B. Newman 502.

Arbitration/arbitration boards

Anderson 1643-4; Bounsall 1092, 1096, 1111-2; Bullbrook 1098, 1104, 1112; Deans 1105-7, 1109, 1638-9, 1642-4; Dickie 1083; Guindon 1105; Haggerty 1083; R. Johnston 1097, 1111-2; Laughren 484; Lawlor 1550; MacNaughton 1642-3; Martel 1100, 1107; R. F. Nixon 1632-3; Sisco 470, 486.

Architects/architecture

Brunelle 987; Martel 987.

Archivist/archives

Kerr 384, 740; Laughren 740-2; McOuat 740-2; Paterson 740.

Art galleries

Deacon 732-4; Kerr 732-3, 735; B. Newman 736.

Arts Council, Ontario

Applebaum 739; Kerr 384, 735-6; Laughren 736; B. Newman 738-9; Paterson 739.

Arts/theatre

Applebaum 739; Gisborn 1787-8; Kerr 735-6, 739; Laughren 735-6; B. Newman 737-9, 1788-9; Paterson 739; Silverthorn 1787-8.

Assessment equalization

Wilmot 1324.

Assessment/reassessment

Good 1589-90; Singer 1591.

Assessment, universities/CAAT

Bounsall 566; Cassidy 563, 565-6; Kerr 563-5; Lawlor 564; Singer 563-6.

Assistance Plan, Canada

Borczak 868, 922; Brunelle 921, 959; Lewis 899; Martel 765, 899, 922, 995-6, 1024-5; R. S. Smith 902, 920-2.

Athletics commissioner/commission

Brunelle 1035; Handleman 1036-8; McKenzie 1034-5; R. S. Smith 1038-9; Stokes 1034-5.

Atomic Energy Control Board

Auld 138, 146; Caplice 139.

Atomic Energy of Canada

Auld 29.

Auditor, provincial

Bales 1505; Callaghan 1507; Deacon 1505; Lawlor 1506-7; Pukacz 1506-7; Singer 1506.

Automation/mechanization

Gisborn 1754; Shaw 1753.

Automobiles, abandoned

Auld 304-6, 322-4; Beckett 1028; Carruthers 306; Cassidy 350; Deacon 324; Drea 305; Haggerty 304-6; McIlveen 306.

Autonomy, academic

Bullbrook 386; Cassidy 600; Handleman 460, 463; Kerr 396-7, 494-5, 599; Laughren 453-4, 484; McNie 494; R. F. Nixon 486-7; R. S. Smith 491.

Autonomy, municipal/local

Deacon 1249-50; Germa 1251.

Bankruptcies

Bales 1463, 1535; Bounsall 1131-2; Bray 1699-1700; Carruthers 1131-2; Deacon 1131; Deans 1524-6; Guindon 1131-2; R. Johnston 1131; Lawlor 1463; Royce 1699; Shulman 1699-700; Winkler 1700.

Basic Income Unit/formula financing

Bounsall 448-51, 526, 571, 578; Bullbrook 438, 443-4, 448, 542-5, 715; Cassidy 547, 551-2, 559, 574-5, 598, 695; Foulds 474; Gordon 450-1, 461-3, 512, 574; Handleman 461-3; Jackson 513; Kerr 437-8, 443-4, 447, 449, 452, 461, 463, 475, 494, 512-3, 528, 530-1, 536, 543-5, 547-51, 559, 561, 570, 572, 575, 695, 715; Morrow 479; B. Newman 512-3; Roy 663.

Beach properties/shorelines

Cockburn 126; Good 117-20; Haggerty 126-7.

Becker Milk Co.

Bounsall 1092-3; Guindon 1093.

Benchers, law society

Bales 1459; Lawlor 1459; Singer 1458-9.

Betting, offtrack

Bounsall 1784-5; Drea 1768; Gisborn 1783; B. Newman 1786-7; R. F. Nixon 1655, 1765; Parrott 1783; Pillgrem 1784-7; Wallace 1785; Winkler 1784.

Bicycles/bicyclists

Cassidy 1247; Parrott 1247; Pillgrem 1739; Shulman 1738-9; Stokes 1247.

Bilingual/bicultural

Bales 1522-3; Brunelle 862; Lewis 862; Roy 1522-3; Singer 1522.

Blind persons

McNie 1147.

Boats/boating

Auld 40-2; Carruthers 40; Good 40, 120; D. C. MacDonald 41.

Bonding

Bray 1699; Shulman 1699-1700.

Borrowing, Hydro

Good 9.

Bottles, returnable/non-returnable

Auld 283-5, 293-4; Burr 293-4; Cassidy 350; Drea 293-4; Good 6-7, 282-4; Haggerty 283; Handleman 293; Williamson 294.

Breathalyzer/blood test

Carton 1403, 1415; Germa 1403; B. Newman 1081-2; F. Young 1403.

Breweries/distilleries

B. Newman 738.

Bridges/overpasses

M. D. Armstrong 1200-1; Bullbrook 1282; Carton 1257-8, 1276, 1305; Deans 1524-5; Gilbertson 1257-8; Good 1305; Haggerty 1225-7, 1275-7, 1317-8; McNab 1276-7; Ruston 1331; Wilmot 1225-8, 1275-6; F. Young 1177.

Brokers/dealers

Bray 1680-1, 1686-8, 1691-2, 1699-1700; D. C. MacDonald 1679-80; R. F. Nixon 1676-9; Royce 1677, 1685-6, 1688-91, 1699; Shulman 1660-1, 1685-92, 1699-1700.

Brush clearing

Haggerty 1274.

Building codes

R. F. Nixon 1764; Winkler 1764.

Building permits

Crosbie 1224-5; Martel 1224-5.

Bursaries/scholarships

Bounsall 528; Bullbrook 542-5; Handleman 656-7; Kerr 383, 395, 531, 535, 541-2, 544-5, 657-8, 660; Laughren 648; McNie 538-41; Parrott 658; Singer 1531-2.

Bus passenger service

Aiken 1414; Carton 1202; Cassidy 1242-4; Deacon 1350; Givens 1161; McNab 1203; Roy 1202; Stokes 1414; F. Young 1164-5, 1203.

Buses, school

Aiken 1413-4; Carton 1413, 1426-7; Deacon 1425-7; Germa 1413; Handleman 1252; McNab 1253; Stokes 1211-3; F. Young 1413-4.

Businesses, small

Good 7; Guindon 1081; Paterson 1080-1.

Bypasses

Germa 1297; Martel 1295, 1298; McNab 1286, 1298; Parrott 1285-6; Ruston 1309-10.

Cabinet boards

Bayly 1621, 1623; Deans 1609-12, 1617-20, 1622-3, 1626; Damp 1614; Lawlor 1612; MacNaughton 1606-12, 1622-3; R. F. Nixon 1600-4.

Campsites/camping

Gilbert 1289-90; Martel 1230, 1288-9.

Canadian Gypsum Co.

Auld 45, 158-62; Drowley 160; Good 161, 228; Lewis 45; D. C. MacDonald 45-6, 158-60, 164.

Cancer/cancer patients

Auld 216-7; Burr 215-7; Fitch 216-7; Good 7, 65; Haggerty 76, 202-3; Lawlor 173; Martel 90; Shulman 107-8.

Capital Aid Corp.

Bounsall 501, 528; Kerr 501.

Cemeteries

Good 1711-3; Kerr 741; Laughren 740; McAllister 1712-5; Shulman 1714-5.

Censorship, films/videotapes

B. Newman 1787; Silverthorn 1788-8.

SUBJECTS—*Continued*

Central Mortgage and Housing Corp.

Auld 35, 47; Haggerty 47.

Chambers of commerce

Gisborn 1797; Paterson 1668; R. S. Smith 1194, 1196.

Charitable institutions

Fisher 1792-3, 1796; Gisborn 1796-7.

Charters, corporation

R. F. Nixon 1732; Shulman 1733; Winkler 1733; J. K. Young 1732, 1734.

Charters, racing

R. F. Nixon 1776; Wallace 1776-7; Winkler 1776.

Charters, social club

J. K. Young 1732.

Chemicals

Auld 64-5, 136, 153, 370-1; Barr 148; Burr 64, 125; Caplice 123-4, 136; P. D. Foley 369-70; Good 65, 123-4, 142; Haggerty 64-5, 75, 124-5; Martel 80; B. Newman 136-7; Parrott 370; Voegelé 64; Watt 65.

Child care/welfare

Borcak 917, 976-9, 983-94, 1000-1, 1008-9; Brunelle 840, 969, 983-94, 999-1001, 1004, 1008; Davenport 989-93; Graham 972-4, 976, 986-7; Handleman 972-3, 975, 990; Martel 917-8, 969, 985, 987-9, 994-9, 1001-5, 1007-8; McNie 1006-7, 1009-10; R. S. Smith 976-9, 983-8, 992-3.

Children, abused

Borcak 917.

Children, adopted/foster

Borcak 976-8; Brunelle 969, 974-5, 980; Drea 974-6; Gaunt 980; Graham 972-4, 987; Handleman 972-3, 975; Martel 969-71, 974; Parrott 973; R. S. Smith 976-8.

Children, disturbed

Brunelle 972, 987; Graham 972; Martel 987-8; R. F. Nixon 971-2; R. S. Smith 988.

Children, handicapped

Brunelle 993-4; Drea 975; Graham 973-4; Martel 962; McIlveen 993; R. S. Smith 756.

Children, pre-school

Martel 995; McNie 1006-7.

Children, retarded

Brunelle 910, 970, 989-90, 992, 1000-1; Davenport 989-92; Graham 974; Handle-

man 990; Martel 970, 989, 993; McIlveen 993; R. S. Smith 992-3; F. Young 909-10.

Children, slow learners

Foulds 474; Kerr 482.

Children, underprivileged

Martel 843, 864; McNie 1006.

Children's aid societies

Borcak 917, 976-9, 983-4; Brunelle 801, 840, 969, 974-5, 983-6; Drea 974-6; Graham 972, 976, 986-7; Haggerty 800-1; Handleman 971-3, 975; Lewis 860; Martel 770, 833, 917, 969, 979; R. F. Nixon 971-2; R. S. Smith 976-9, 983-7.

Chiropractors/osteopaths

Handleman 1705-7; Thompson 1706.

Churches/religious groups

Kerr 577.

Citizen groups

Auld 17, 164; Borczak 970; Brunelle 850-1; Carton 1315, 1345-6; Cassidy 849-51, 1345-6, 1348; Deacon 1349; Dukszta 1476; Handleman 279-81; Heaman 280; Lawlor 1587; Lewis 257-9; D. C. MacDonald 159, 164; Martel 769, 773; McPhee 1114.

Citizenship

Borcak 1012; Brunelle 1010-1, 1013; Colombo 1011-2; Martel 1010-3; McIlveen 1012.

Civil rights

Shulman 1521.

Civil servants

Anderson 1637; Bullbrook 715; Carton 1172; Deans 1618-20, 1638-4; Lawlor 1624, 1644-5; MacNaughton 1635-6, 1642; B. Newman 1669; R. F. Nixon 1633-5; Paterson 1668; Pillgrem 1668; Stokes 1170, 1172.

Civil servants, environmental

Auld 278; Beckett 277-8; Drowley 278; MacFarlane 277; Nuttall 278.

Civil servants, senior

Bayly 1621; Bullbrook 717-8; MacNaughton 1635; Mills 721; R. F. Nixon 1633.

Civil service

Bounsall 1096-7; Copland 1641; Deans 1097, 1105-8, 1638-41, 1648; R. Johnston 1097; D. C. MacDonald 1108; MacNaughton 1635-6, 1642; R. F. Nixon 1632-3.

Civil Service Association

Deans 1639, 1644; Ferrier 464, 467, 469-70; Kerr 467-9, 745; Lawlor 1644-5; MacNaughton 1636, 1642; R. F. Nixon 1634-5; Sisco 469, 746.

Civil Service Commission

Anderson 1637, 1645-7; Deacon 1507; Deans 1638-9, 1644, 1646-8; Drea 856; Kerr 633; MacNaughton 1635, 1646; R. F. Nixon 1632-4, 1645-7; Pukacz 1507.

Clinics

McIlveen 788.

Coal/lignite

Auld 237; Good 237; Lawlor 316.

Co-education

Bounsall 532; Kerr 532.

Collection agencies

Pillgrem 1718; Shulman 1719.

Collective bargaining

Anderson 1643-4; Beckett 1108-9; Bounsall 469, 1054, 1068-9, 1084, 1091-2, 1094-7; Bullbrook 468, 1098, 1103-4; Deans 1097-9, 1101, 1105-9, 1638-41, 1644; Dickie 1063, 1083-4; Drea 1062-3, 1107, 1109-10, 1723-4; Ferrier 464, 467; Guindon 1044, 1056, 1059, 1093, 1097, 1105-6; Haggerty 1046-9, 1083, 1119; R. Johnston 1058, 1094-7; Kerr 468-9, 599, 745; Lawlor 1645; D. C. MacDonald 1108, 1110-1; MacNaughton 1642, 1644; Martel 1100, 1107; Sisco 469, 485, 746; F. Young 1059.

Colleges of agriculture

Bounsall 516; Kerr 510-1, 516; Parrott 510-1.

Colleges of applied arts and technology

Bethune 679; Borczak 854-5; Bounsall 448-9, 469, 484, 488, 499-502, 516, 697-8; Brunelle 852-3, 860; Bullbrook 385-6, 399, 412, 443-7, 452, 468; Cassidy 594, 601, 603-4, 682, 693; Davy 620, 625; Deacon 585; Drea 677-9, 856; Ferrier 464-70; Foulds 471-6; Gisborn 620; Gordon 412, 450-1, 461-3, 512; Haggerty 509, 514-5; Handleman 424, 460-3; Jackson 411-2, 418, 420, 507-9, 511, 603; L. M. Johnston 605-6; Kerr 394, 396, 399, 429, 433-9, 443-4, 447, 449, 452, 455-6, 458-60, 463, 467-9, 471, 475, 480-2, 484, 486-96, 500-16, 567, 582, 585, 593, 601-5, 631, 654-5, 678-81, 686, 745-8; Laughren 388, 392, 410-2, 429-30, 452-6, 469-70, 484-5, 643, 744-7; Lewis 859-60; McNie 438, 493-6, 1007; Morrow 479; B. Newman 433-6, 483-4, 488, 502-9, 512-4, 567; R. F. Nixon 485-7; Parrott 510-2;

Pulsford 602-3; Reid 456-60; Roy 487-8; Sisco 434, 459, 469-70, 482-6, 489, 495, 505, 508, 746; R. S. Smith 489-93, 852, 854-5, 859; Willems 858-9, 861.

Colleges of art

Cassidy 591-4; Kerr 591-4; McNie 594.

Colleges, church-related

Bounsall 571-3, 578; Cassidy 573-4; Deacon 575-7; Drea 577; Gordon 574, 577-8; Kerr 571-8.

Colleges/schools of nursing

Bethune 702; Bounsall 700, 702; Cassidy 562; Kerr 490, 562, 582, 702; B. Newman 567; R. S. Smith 489-91.

Commission on post-secondary education

Bullbrook 427; Kerr 455-6.

Commissions, royal, re

Bales 1460; Lawlor 1463, 1550; MacBeth 1462; Singer 1460, 1463, 1550.

Committee on cemeteries, advisory

Good 1711-3; McAllister 1712.

Committee on crime

R. F. Nixon 1733; Pillgrem 1733; Winkler 1733.

Committee on government productivity

Anderson 1637; Bayly 1621; Brunelle 783; Bullbrook 894; Damp 1613, 1629-30; Deans 1609-11, 1620, 1641; Eberlee 1626-7; Kerr 491, 511; MacNaughton 1599, 1603, 1608-10, 1616, 1626; R. F. Nixon 1601, 1603, 1608; O'Neill 1623; Pillgrem 1675; Sisco 490.

Committee on poverty, senate

Borczak 901; Cassidy 806, 849; Lewis 894; Martel 759-62, 765-6, 768, 770, 779, 842-3, 863, 890, 994; R. S. Smith 753-4.

Committee procedures

Auld 249-52, 377; Beckett 378; Bullbrook 445; Burr 3, 377; Carruthers 376, 378; Deans 1617; Drea 4, 378; Good 4, 343, 376, 378; Lawlor 1436, 1446; Martel 342, 1002; McIlveen 377; B. Newman 479; W. Newman 1362; R. F. Nixon 1002; Parrott 249-52, 376-8, 1361-2; Root 1002; Ruston 377; Shulman 1129; Singer 1503; R. S. Smith 479-80.

Committee on public accounts, standing

Bullbrook 712-9; Deans 1612; MacNaughton 1606, 1608; R. F. Nixon 1600-1.

SUBJECTS—*Continued*

Committee on transportation, technical

Bidell 1278-9, 1281, 1349; Carton 1161, 1278, 1280, 1313-5, 1337-8, 1341-3, 1345-9; Cassidy 1336-8, 1341-8; Givens 1158; McNab 1316; F. Young 1278-9, 1281, 1312-5.

Committee on university affairs

Kerr 383, 413, 742-4; Laughren 391, 398-9, 742-4.

Committees, select, re

Carton 1349; Deacon 1349.

Communications/communication services

Brunelle 1022; Carton 1155-6, 1196-8; Rathbun 1197; Stokes 1168-9, 1196-8, 1365.

Community centres

Borzak 1012; Brunelle 1013; Martel 1010-3; McIlveen 1012; Stokes 1017.

Community development/ personnel

Dukszta 1476.

Community programmes

Bounsall 1115; McPhee 1114.

Community services

Bales 1478-9; Brunelle 790, 794, 796, 806; Carruthers 792-3; Cassidy 793-5; Dukszta 790-3, 1471, 1473-9; E. J. Etchen 790, 794; Laughren 797-8; Lawlor 804, 1486, 1488; D. C. MacDonald 783-7, 790, 793, 795-6, 798; Martel 787, 792-6, 811-2, 1010-3; McIlveen 788; Morrow 787; Parrott 795; Paterson 786; Root 798-9; Roy 1485.

Commuters/commuter services

Carton 1166, 1371, 1374-5, 1378, 1387, 1389, 1391; Deacon 1350-2, 1369-81; K. W. Foley 1379-80; Givens 1161; Howard 1377-8, 1382, 1390; Kennedy 1389-91; McIlveen 1381-3; McNab 1372-6, 1382-3, 1388; F. Young 1164-6, 1203, 1387-8.

Compensation, crime victims

Bales 1463-7, 1535-6; Callaghan 1468, 1534; Lawlor 1448, 1465; MacBeth 1465; Shulman 1521; Singer 1463-4, 1468; Stokes 1467-8.

Compensation for the innocent

Bales 1520-1; Lawlor 1447-8, 1450-1, 1466-7; Roy 1523; Shulman 1520-1.

Compensation, pollution victims

Auld 110, 157, 237, 274; Good 157, 237-9; Laughren 112; McIlveen 273-5; Shulman 108-10; Watt 157.

Conciliation/mediation

Bales 1594-5; Bounsall 1054, 1084, 1096-7; Deans 1099-1100; Dickie 1064, 1083-4; Drea 1062-3; Guindon 1044, 1083, 1100, 1104; Haggerty 1049, 1083; R. Johnston 1059, 1069, 1097, 1102; Lawlor 1550, 1595; Rose 1097; Singer 1592, 1594-5.

Conferences, constitutional

R. S. Smith 753, 802.

Conferences, federal-provincial

R. S. Smith 753, 802.

Conferences, law uniformity

Bales 1534-5; Lawlor 1534-5.

Conferences, pollution

Auld 351-2, 355; Cassidy 352, 355; Martel 351-2.

Conflict of interest

Bales 1451-2; Lawlor 1452; Martel 1451-3; R. F. Nixon 1663; Singer 1452.

Conservation areas

Bidell 1279; F. Young 1279.

Conservation authorities

Auld 17, 20, 22; Deans 1621, 1626-7; Eberlee 1626-7; McIlveen 20; Renwick 24.

Consolidated revenue fund

Auld 48; Bales 1450; Haggerty 48; MacBeth 1450.

Constitution

R. S. Smith 753.

Construction/costs

Adcock 1299-1300; Carton 1203, 1312; Germa 1300; Givens 1157; McNab 1299-1300.

Construction, educational facilities

Bounsall 579-81; Kerr 579; McCullough 580-1.

Construction equipment/materials

Carton 1253; McNab 1253-4, 1300, 1321; Stokes 1253-4.

Construction, highways/roads

Adcock 1299-1300; M. D. Armstrong 1200; Bidell 1277; Bounsall 1310; Braithwaite 1353-7; Bullbrook 1282-4; Carton 1162, 1229, 1258-61, 1267, 1311, 1330; Cassidy 1330-1; Deacon 1334; Gaunt 1332; Germa 1251, 1297-9, 1320; Gilbert 1354; Gilbertson 1258-9; Givens 1161; Haggerty 1245, 1334; Kennedy 1260; Martel 1224, 1229, 1295; McNab 1203, 1221, 1256-7, 1259-60, 1262, 1266, 1282, 1320-2; Morrow 1261-2, 1264; R. F.

Nixon 1284; Rhodes 1251-2; Roy 1263-4; Ruston 1282, 1323; J. P. Spence 1328-9; Stokes 1209-11, 1284, 1321-2; Wilmot 1324; F. Young 1277.

Construction industry

Bounsall 1079; Bullbrook 1103-4; Davy 619; Drea 1062; Foulds 1137; Gisborn 618-9; Guindon 1044, 1062, 1079, 1104, 1137; Haggerty 1049, 1078; Kerr 618.

Consultants/consulting services

Bounsall 537; Handleman 537; Martel 811.

Consumer education

Burr 11; R. F. Nixon 1673-4; Pillgrem 1673-5.

Consumer protection/bureaus

Auld 179; B. Newman 1668; R. F. Nixon 1656-7; Paterson 1668; Pillgrem 1668; Shulman 1658, 1738; Winkler 1666.

Contractors

Deans 1524.

Contracts, government

Bullbrook 716-7, 725, 727; Ide 725; Mills 722.

Contracts, highway

Bidell 1277; Carton 1261-2, 1297; Germa 1320; Haggerty 1316; McNab 1262, 1264, 1296, 1300, 1320-1; Morrow 1261-2; Stokes 1211, 1322-3.

Contracts, sales

Bales 1509; Lawlor 1509; Pukacz 1509.

Contracts, union

Bounsall 1054, 1057-8, 1084, 1111; Bullbrook 1104; Deacon 1376; Deans 1099; Dickie 1084; Drea 1062-3; Guindon 1057; Haggerty 1058; McNab 1376; Ruston 1058.

Contributions/donations, political

Haggerty 1047.

Convictions, summary

Auld 258; Lewis 258; Singer 258, 262, 270.

Coroners

Bales 1568; Haggerty 1568; McAlister 1714; Shulman 1714.

Corporation directors

R. F. Nixon 1652-3, 1663; Roy 1735; Royce 1690; Shulman 1657-8, 1660-1; Winkler 1662-3.

Corporations

Bray 1693; Roy 1734-5; Royce 1694; Shulman 1661-2, 1693-4, 1733-4; Winkler 1695; J. K. Young 1734.

Cost of living

Bethune 690-2; Borczak 868-9; Brunelle 865, 868, 870, 873, 875, 887, 891; Cassidy 685, 691-2, 807; Drea 876; Guindon 1066; Haggerty 1049; Kerr 691; Lewis 872-3, 876, 891-2; Martel 865, 868-9, 887-8, 891; B. Newman 1066; R. S. Smith 752, 804, 870, 891.

Cost-sharing programmes

Borczak 922; Brunelle 836-8, 921; Cassidy 807, 836; Kerr 617; Martel 836-7, 995-7; R. S. Smith 838, 920-3.

Cottagers/cottages

Auld 118-20; Good 117-20, 369; Laughren 1228; Walkinshaw 120.

Counselling services

Borczak 925; Brunelle 832-3, 840, 904, 923-6, 936-7; Cassidy 595; Drea 925-6; Kerr 595-7; Martel 771-2, 798, 811, 832-3, 837, 923-6, 931; R. S. Smith 834, 852, 925; J. W. Spence 924; Stokes 1018.

Counsellors

Amos 937; R. S. Smith 936-7.

Court clerks

Bales 1567-8; Pukacz 1567-8; Worton 1567-8.

Court reporters

Bales 1455-6, 1547; Callaghan 1549; Lawlor 1548-9; Russell 1549; Singer 1547-9.

Courthouses/court facilities

Bales 1543-4, 1551-2, 1554; Callaghan 1553; Drea 1543-4; Lawlor 1552-4; Shulman 1544; Singer 1551-3.

Courts

Bales 1504; Callaghan 1509; Lawlor 1509; Pukacz 1504, 1508; Roy 1504; Shulman 1504; Singer 1506.

Courts, appeal

Bales 1575; Hilton 1574; Roy 1441.

Courts, criminal

Callaghan 1556; Pukacz 1508-9.

Courts, division/small claims

Bales 1560, 1567-8; Lawlor 1560; Worton 1567-8.

Courts, juvenile/family

Bales 1544-5, 1558, 1566; Dignam 968; Drea 930-1, 1558-9; Lawlor 1447-8, 1565-6; Shulman 1544-5; Singer 1545, 1569.

SUBJECTS—*Continued*

Courts, provincial/county/district

Bales 1455, 1539, 1547, 1551, 1573;
Callaghan 1548, 1553; Drea 930; Lawlor
1489, 1509, 1552-3, 1570; Pukacz 1509,
1568; Roy 1438-40; Russell 1552-3;
Shulman 1539; Singer 1458, 1551-3.

Courts, supreme/high

Bales 1561, 1575-6; Callaghan 1553;
Drea 930, 1558; Lawlor 1553, 1557; Roy
1440-1; Shulman 1540; Singer 1575.

Courts, surrogate

Singer 1572.

Credit

Borczak 925; Brunelle 843, 924-5; Drea
925-6, 932; Martel 832, 897, 924-5, 931-2.

Credit cards

B. Newman 1669-70; Pillgrem 1670.

Credit companies/bureaus

Pillgrem 1719; Shulman 1718-9; Winkler
1719.

Cremations

McAlister 1714; Shulman 1714; Winkler
1714.

Crime, organized

Bray 1702; R. F. Nixon 1656-7, 1732; Roy
1735; Shulman 1660-1, 1689, 1702, 1793;
Winkler 1666.

Crime victims

Bales 1463-7; Lawlor 1465-6; MacBeth
1465; Singer 1463-4; Stokes 1467-8.

Criminal code

Bales 1535; Callaghan 1534-5, 1556-7;
Lawlor 1535, 1557.

Criminology centre

Bales 1444; Lawlor 1444.

Crown attorneys

Auld 17, 46-7; Bales 1454-6, 1510-20, 1522;
Callaghan 1510-5, 1517, 1523, 1556; Deans
1518; Lawlor 1458, 1516-7; Lewis 46;
R. F. Nixon 1454, 1456; Pukacz 1512;
Roy 1438, 1493, 1510-6, 1522; Shulman
1520; Singer 1458, 1517-20, 1522-3, 1532,
1556.

Crown corporations/agencies

Bullbrook 534; Kerr 533; Martel 768-9.

Cummings report

Bounsall 699.

Curriculum

Bullbrook 387, 422; Cassidy 549, 595;
Drea 425, 607-8; Gordon 569; Jackson

420, 422, 425; Kerr 431, 480-1, 494-5,
576, 592-5; McNie 494, 496; R. F. Nixon
485.

Data processing/computers

Bales 1508-9, 1545-6; Bounsall 699;
Callaghan 1509; Carton 1348, 1409-10;
Deacon 1349, 1508; Deans 1615; Drea
1558; Eberlee 1626; Jackson 411-2;
Lawlor 1509, 1623-4; MacNaughton 1616,
1624-5; B. Newman 410; R. F. Nixon
1624-5; O'Neill 1623-5; Paterson 1625;
Pukacz 1508-9; Singer 1545-6; Sisco 482.

Day-care centres

Beckett 1006; Borczak 1000-1, 1008-9;
Brunelle 840, 899, 910-1, 950, 990, 999-
1001, 1003-4, 1008, 1023; Haggerty 1049;
Handleman 990; Martel 897-8, 911, 994-
1010; McIlveen 1005, 1008-9; McNie
1006-7, 1009-10; R. F. Nixon 1003; Rhodes
1003-5; Root 1004; R. S. Smith 757,
1003-4; Stapleford 1008.

Death rate, adult

Auld 90; Burr 215; Fitch 216; Martel 90.

Debentures

Givens 1302; Kerr 437.

Debtors/debts

Bales 1497; Drea 1498; Lawlor 1497.

Decentralization of population

Burr 9.

Deeds/land titles

Bales 1574-5, 1579-81; Lawlor 1579, 1581;
Singer 1575-7.

Degrees, academic

Drea 425; Laughren 392; B. Newman 425.

Denticare

Bounsall 581.

Dentists/dental services

Good 8; D. C. MacDonald 586; Martel
842, 895.

Dentists' training

Bounsall 581-2; Kerr 582; D. C. Mac-
Donald 586; Parrott 512.

Denturists/dentures

Brunelle 844; Martel 842, 844, 895.

Depressed/slow-growth areas

Laughren 797.

Design for Development: Toronto-centred region

Carruthers 60; Deacon 141-2; Good 60-1.

Detention centres, adult

Bales 1554; Lawlor 1553-4.

Detergents

Auld 64-5; Good 65; Haggerty 64-5;
Voegel 64; Watt 65.

Development Corporation, Ontario

Bounsall 1053.

Development, economic/cultural

Kerr 736-7, 739; Laughren 735;
B. Newman 737-8.

Dikes/diking

Caverly 50; B. Newman 51.

Diplomas/certificates

Aiken 1410, 1413; Carton 1410; Davy
620-1, 638-9; Germa 1410; Gisborn
620-1, 639-40, 1751-2; Kerr 622, 626, 629,
633-4, 636, 639-40; B. Newman 614, 639;
Shaw 1753; Yoneyama 1751-2.

Disclosure, public/financial

Bales 1513-5, 1518-9; Bounsall 1052; Bray
1681; Callaghan 1514-5; Haggerty 1048;
Lawlor 1515; Lewis 254; R. F. Nixon
1653, 1666-7; Roy 1513-5, 1533; Shulman
1657-8, 1734; Singer 1518-9; Winkler
1667; F. Young 1060; J. K. Young 1667,
1734.

Discrimination

E. K. Armstrong 1148; Bounsall 697,
1113-6, 1148, 1151; Drea 1725-6; Gilbert
1356; Grundy 1726; Guindon 1044-5;
McPhee 1114.

Disposable products

Auld 353; Martel 353-4.

Disturbed adults

Handleman 958.

Divorces

Bales 1487, 1493, 1495; Haggerty 1495;
Lawlor 1486-7, 1565-6; Parrott 1495;
Roy 1487; Singer 1487.

Docks

Carton 1258; Gilbertson 1258.

Doctor/dentist shortage

Bounsall 581; Kerr 567; B. Newman 566.

Doctors

Borczak 886; Drea 886-7; Kerr 567;
D. C. MacDonald 585-6; Martel 882-4,
962-4; McIlveen 788, 953-4, 960, 1457;
B. Newman 567; R. S. Smith 882, 884-5,
953-4, 960; Stokes 1022.

Doctors' fees

R. F. Nixon 1654.

Doctors' training

Deacon 583; Kerr 583.

Dow Chemical Company

Bales 1528; Callaghan 1528; Singer
295-6, 1527-9.

Draft dodgers/deserters

Guindon 1072; Haggerty 1072.

Drainage

Auld 62; Bullbrook 1283; McNab 1283.

Dredging

Auld 75, 101-2, 137; Drea 100-2;
Haggerty 297; Neil 101; B. Newman 137;
Watt 138.

Drilling, offshore

Caverly 58; Haggerty 58.

Driver demerit system

McIntyre 1404-5; Ruston 1404-5.

Driver examiners/examinations

Carton 1400; McIntyre 1400; Parrott
1400; Ruston 1405; Stokes 1401-2.

Drivers, drinking/impaired

Bullbrook 1414-6; Carton 1403-4, 1415-6;
Ferrier 1402; Gaunt 1403-4; Germa 1296,
1403; McIntyre 1402-4; F. Young 1403.

Drivers, hit-and-run

Gilchrist 1731; Grundy 1730; Pillgrem
1731.

Drivers, taxi

Bounsall 1091-3; Guindon 1093.

Dropouts

Bounsall 573; Cassidy 591, 630-1;
Foulds 474; Gisborn 621; Kerr 482, 594,
624, 630, 637, 653, 679; Lawlor 670;
B. Newman 614, 633, 638; Sisco 482-3.

Drug abuse, students/juveniles

Brunelle 991; B. Newman 991.

Drug costs

Borczak 952; Crawford 952; Kerr 533-4;
R. S. Smith 952.

Drug dispensing/distribution

Crawford 952; McIlveen 953-4; R. S.
Smith 952-4.

Drugs, medical

Borczak 913, 952; Brunelle 912-3;
Crawford 952-3; Martel 765-6, 844,
895-6, 912-4, 963-4; McIlveen 953-4;
R. S. Smith 913, 952-4.

SUBJECTS—*Continued*

Ecologists/ecology

Auld 21; Burr 9-11, 359-61; Lewis 21-3;
Renwick 24.

Education, adult

Cassidy 601-4; Gisborn 621; Jackson
603; Kerr 385, 396, 601-5, 615-6;
B. Newman 435, 614-6.

Education, bilingual/French

Bounsall 550-1; Cassidy 546-55, 559-62;
Gordon 547, 550, 552, 561-2; Kerr 546-54,
559, 561, 747-8; Laughren 747.

Education costs/fees

Bounsall 517, 527-8, 546, 697, 700;
Bullbrook 387, 439, 542-5; Cassidy 554-5,
560, 574-5, 601, 682-5, 688, 692-3; Deacon
583; Drea 506; Gordon 574; Handleman
394-5; Jackson 411, 511-2; McNie 538-41;
Kerr 503, 505, 511, 517-8, 530, 541, 543-5,
554-5, 561, 572, 575, 584, 601-4, 648, 654-6,
678, 683, 686-8, 690-1; Laughren 388-93,
411, 642-3, 647, 652-3; Lawlor 666-9, 671;
B. Newman 503; Parrott 511; Reid 456;
Roy 662-5, 691; Sisco 505.

Education, post-secondary

Bullbrook 387, 393, 714-5; Cassidy 546-55,
595-8; Foulds 430-1, 471-6; Gordon 416;
Jackson 418, 422; Kerr 383-4, 393-6, 414,
455, 503, 508-9, 511, 595-6; Laughren
388-93, 454-5; Lawlor 666-71; Reid 458-9;
Sisco 508; R. S. Smith 491; H. H. Walker
416.

Educational Communications Authority

Bowers 726; Bullbrook 712-9, 725-7; Ide
725, 731; Kerr 384, 713, 727, 731;
Laughren 731; Mills 720-5.

Elevators/lifts

Ehmke 1755-9; Gisborn 1757-8;
B. Newman 1757-8; R. F. Nixon 1754-7;
Pillgrem 1756; Winkler 1756.

Employment

Deans 1615-6; E. J. Etchen 851; Haggerty
1119; R. Johnston 1134; D. C. MacDonald
1118, 1124; Martel 1117; B. Newman
1064; R. S. Smith 851.

Employment, seasonal

Adcock 1429; Carton 1429; Haggerty 800;
Martel 1429-31; McNab 1430-2.

Employment, summer/student

Bounsall 697, 1138, 1146-7; Bullbrook 387,
394-5; Foulds 1145-8; Guindon 1145;
Handleman 394-5; R. Johnston 1076, 1138;
Kerr 394, 397, 649, 691, 703; Laughren
647-8; McKay 1077; McNie 1146-7;
B. Newman 656, 1076-8; Roy 691.

Energy boards

Jones 1762-3.

Engineers, municipal

Drea 334, 336; Stokes 1326-7; Wilmot 1329.

Engineers, operating

Davy 619-20; Gisborn 619, 1751-4; Kerr
619; Shaw 1753; Yoneyama 1751-2.

Environmental control

Auld 163, 237; Braithwaite 25; Burr 9-10;
Good 6, 13, 164, 237; Lewis 21-4, 26-7;
MacBeth 25; Renwick 24.

Environmental council

Auld 12; Burr 12; Good 6, 13; Haggerty
13.

Environmental hearing board

Auld 234, 237; Good 234, 238.

Estimates

Attorney General 1435-68, 1471-99, 1503-36,
1539-62, 1565-95; Civil Service Commission
1632-48; Colleges and Universities 383-405,
409-39, 443-76, 479-96, 499-521, 525-55, 559-
87, 591-610, 613-43, 647-72, 677-707, 711-
27, 731-48; Community and Social Services
751-75, 779-808, 811-45, 849-77, 881-914,
917-44, 949-80, 983-1013, 1017-39; Consumer
and Commercial Relations 1651-81, 1685-
1746, 1749-77, 1781-99; Environment 3-36,
39-68, 71-92, 95-130, 135-69, 173-204, 209-
229, 233-64, 269-89, 293-325, 329-61, 363-78;
Labour 1043-87, 1091-125, 1129-51;
Management Board 1599-1632;
Transportation and Communications
1155-73, 1177-1206, 1209-34, 1239-69, 1273-
1305, 1309-38, 1341-57, 1361-83, 1387-
1418, 1421-32.

Estimates, re the

Auld 249-52; Bales 1435-6; Carton 1254-6;
Cassidy 1254-6; Germa 1256; Lewis 252;
MacNaughton 1608; Martel 1255-6;
R. F. Nixon 1599-1601, 1707, 1765; Parrott
249-52.

Evidence

Bales 1586; Good 1586; Lawlor 1578;
Royce 1685.

Examinations/essays, ghost-written

Drea 432; Foulds 430-3; Kerr 430.

Expense accounts

Bullbrook 387.

Exports

Bounsall 1101; Guindon 1101.

Expressways/freeways

Bidell 1264, 1277; Carton 1161, 1166-7, 1261, 1278, 1280, 1302, 1305, 1313-5, 1332, 1334, 1336-8; Cassidy 1330, 1336-8; Deacon 1334; Eaton 1167; Givens 1156-62, 1302-3, 1313, 1315; Good 1305; Haggerty 1316; Handleman 1262, 1264; Kennedy 1260; McNab 1260, 1262, 1304; Morrow 1261-2, 1264; R. F. Nixon 1277-80; Roy 1201-2, 1263; Ruston 1331-2; F. Young 1162-5, 1277, 1313-5.

Expropriation

Bales 1591-5; Braithwaite 1357; Callaghan 1593-4; Carton 1171, 1224, 1267-8, 1289-91, 1357; Germa 1297; Gilbert 1267-8, 1288-90, 1355-7; Givens 1159; Haggerty 1268, 1277, 1319, 1592; Lawlor 1535, 1592-5; Martel 1223, 1287-90; McNab 1262, 1281, 1290; Morrow 1262; R. F. Nixon 1278; Rhodes 1267-8; Singer 1591-5; Stokes 1171-2; F. Young 1164, 1280.

Fairs

Handleman 1793; R. G. Hodgson 1785-6; Omand 703; Wallace 1785-6.

Family/welfare benefits

Borczak 827, 831, 868-9, 883, 900-3, 906-8, 917, 927-8, 934-5; Bounsall 902, 905-8, 1054; Brunelle 779-801, 803-4, 813, 817, 827, 830, 835-6, 850, 864-7, 871-5, 882-3, 887, 890-3, 898-900, 904, 919, 935; Bullbrook 889; Carruthers 805-6, 933-4; Cassidy 807, 825-7, 834-7, 850; Deacon 939; Drea 821-3, 826-7, 876, 886, 929; E. J. Etchen 841, 843-4; Guindon 1055; Haggerty 801; Laughren 797-8, 887; Lewis 828, 838-9, 872-7, 890-4, 899-903; Martel 764, 772, 797, 812-4, 823, 826-7, 829-32, 836, 843, 863-5, 869, 881-5, 887-90, 893, 895-8, 902, 911-2, 917-9, 923, 927, 931, 950; McKnight 908-9, 912; R. S. Smith 752, 803-4, 823-4, 837-8, 841, 865-6, 869-71, 885, 903-5, 913, 920-1, 932-3, 935-6; J. P. Spence 926-7, 935; Williams 871.

Farmers/producers

Good 28; Laughren 112.

Farming

Burr 360; Paterson 1081.

Farming, swine

Biggs 155; Good 155.

Farms, family

Guindon 1056.

Fatalities/deaths

Aiken 1411; Germa 1296; Haggerty 1273; Handleman 1262; Martel 96-7, 1287; Morrow 1261; Roy 1263-4.

Federal-provincial affairs

Brunelle 780, 802; Cassidy 807; R. S. Smith 753, 755, 802.

Federal-provincial agreements

Auld 29, 34-5; Barr 74, 115; Brunelle 814; Haggerty 39-40; Martel 814; Renwick 34.

Federal-provincial co-operation

Auld 31; Bales 1578-9; Borczak 922; Brunelle 921; Callaghan 1579; Davy 621; Gisborn 641; Haggerty 32; Kerr 616, 624-5, 641; Lawlor 1578; R. F. Nixon 1600; R. S. Smith 920-3; Watt 32.

Ferries

Carton 1258; Gilbertson 1258.

Fertilizers

Auld 288-9, 335; Burr 288-9, 345; Drea 336; Deacon 141-2; Heaman 288-9.

Films

B. Newman 1787-9; Silverthorn 1787-8; Winkler 1787.

Financing education

Bounsall 448, 450-1, 525-8, 532, 571-2, 578, 696; Bullbrook 443-7; Drea 672; Foulds 471; Gordon 450-1, 461-3; Handleman 461; Kerr 443-4, 447, 449, 475, 528, 530, 572; Laughren 391, 452-5; Roy 663.

Fines/penalties

Auld 42-7, 125, 261, 274, 355; Bales 1508; Burr 126, 355; Carruthers 45; Cassidy 355; Good 161-2; Haggerty 124-5; Lewis 42-6; MacBeth 46, 1450; D. C. MacDonald 44-6; Roy 1508, 1700.

Fingerprinting

Roy 1742; Winkler 1743.

Fire marshal

Brunelle 987-8.

Fish/fish management

Auld 83, 152; Caverly 153; Martel 82-5, 151.

Fishing, commercial

Auld 140; Burr 140; Stokes 1395.

Fishing/hunting camp operators

Auld 110; Brunelle 1025, 1031; Caplice 109; Shulman 108-10.

Fishing, sport

Burr 140; Shulman 108.

Fluorides/fluoridation

Auld 236; Good 8, 236; Lewis 259.

Forest fires

Martel 192.

SUBJECTS—*Continued*

Foster parents/homes

Borcak 976; R. S. Smith 976.

Franchising

Drea 1672; B. Newman 1669; R. F. Nixon 1669-70; Winkler 1669.

Fraud

Drea 1740-1; Kerr 430; Lawlor 1489; McNab 1177; B. Newman 1745; Pillgrem 1741; Roy 1482, 1736; Shulman 1661, 1735-6; Singer 1480; Winkler 1745.

Freight/trucking rates

Carton 1169-70, 1365-6, 1371, 1417; Deacon 318; Ferrier 1416-7; K. W. Foley 1195, 1365; Stokes 1168-9, 1364-7, 1394-5; F. Young 1421-2.

French Canadians

Kerr 748; Laughren 747; Roy 664.

French language/culture

Bales 1522-3; Cassidy 546, 553; Roy 1441, 1522-3.

Fringe benefits

Bounsall 1091, 1131.

Frontier College

Drea 402; Kerr 401-3; B. Newman 402.

Gambling

B. Newman 1786-7; Pillgrem 1786-7.

Gas, natural

Beckett 1763; Burr 345; Gisborn 1762-3; Jones 1762-3; R. F. Nixon 1760-1; Yoneyama 1761.

Gas, propane

Gisborn 1763; Jones 1760-2; B. Newman 1759, 1761; Winkler 1759; Yoneyama 1759.

Gas utility companies

Beckett 1763; Gisborn 1762-3; Jones 1762-3; R. F. Nixon 1760-1; Yoneyama 1761.

Gasoline

Auld 213; Drea 1672; Haggerty 212-4; Jones 1762; Martel 1671; B. Newman 1670, 1672; R. F. Nixon 1670, 1762; Pillgrem 1671-2; Winkler 1670-1.

Gasoline dealers/association, retail

Drea 1672; Martel 1671-2; B. Newman 1669-70, 1672; R. F. Nixon 1669-71; Pillgrem 1671-2; Winkler 1671.

Glasphalt

Drea 337-8; Williamson 337-8.

Glassco commission/report

MacNaughton 1608-9.

GO-transit service

Carton 1162, 1254, 1369-70, 1374-5, 1387, 1389; Cassidy 1244, 1343; Deacon 1350-1, 1371, 1375-7; Givens 1161; Howard 1376-8, 1389-90; Jessiman 1206; Kennedy 1389-91; Kerr 681-2; McIlveen 680-1, 1381-3; McNab 1373-4, 1376, 1383, 1388; Stokes 1168; F. Young 1163-4, 1203, 1387-9.

Government organization/reorganization

Anderson 1637, 1646; Auld 25; Bales 1435; Bayly 1621; Brunelle 783; Deans 1620-1, 1626; Eberlee 1626-7; MacNaughton 1608; R. F. Nixon 1633, 1646; Roy 1437; R. S. Smith 923.

Government spending

Deans 1610-1, 1615-6, 1622; Lawlor 1612; MacNaughton 1604, 1606, 1612, 1622; R. F. Nixon 1600-3.

Grants

Brunelle 988; Martel 988.

Grants, agriculture

Biggs 155; Good 155.

Grants, children's aid societies

Borcak 976-9, 983-4; Brunelle 983-4; Hamilton 985; Martel 979, 985; Singer 984-5; R. S. Smith 976-9, 983-5.

Grants, children's institutions

Brunelle 992; Davenport 992-3; R. S. Smith 991-3.

Grants, citizen groups

Brunelle 965, 967; Crawford 965-7; R. S. Smith 964-7.

Grants, day-care centres

Borcak 1008-9; Martel 995-8; McIlveen 1008; R. S. Smith 757.

Grants, education/academic

Beckett 403; Bounsall 501; Bullbrook 399-400, 403-4, 417; Cassidy 593; Gordon 399-400, 403-4; Kerr 399-404, 417, 437-8, 593; McNie 438; Morrow 403; B. Newman 401-2, 506, 512-3; Renwick 400, 402-4; H. H. Walker 403.

Grants, ethnic services

Colombo 1011; Martel 1010-1.

Grants, highway/road

Carton 1233, 1286; K. W. Foley 1233; Givens 1233-4; Haggerty 1333; McNab 1333, 1335; Parrott 1286; J. P. Spence 1232, 1328; Wilmot 1286-7, 1328-9.

Grants to horse breeders

Drea 1768-9; Gisborn 1766; B. Newman 1665, 1771, 1775; R. F. Nixon 1656, 1765-8, 1775; Parrott 1766-7, 1770; Pillgrem 1765, 1767; Roy 1773-4; Wallace 1769-70; Winkler 1665, 1765-7, 1774-5.

Grants, Indian community development

Martel 1025; Stokes 1017, 1026.

Grants, library

Kerr 737; Laughren 747; B. Newman 737-8.

Grants, municipal

Auld 47-50; Good 49; Haggerty 47-8; B. Newman 47.

Grants, museum

Kerr 732; Paterson 732; Styrmø 732.

Grants, per capita

Carton 1334; Haggerty 1334; McNab 1334.

Grants, pollution abatement

Biggs 28.

Grants, post-secondary

Bullbrook 894; Kerr 383.

Grants, research

Bounsall 413, 415-6, 569; Bullbrook 414; Foulds 414-5; Gordon 412-7; Kerr 413-6, 569-70.

Grants, transportation

Handleman 1252; MacBeth 1244, 1251.

Grants, unconditional

Deacon 1249-50; Handleman 1250; MacBeth 1251; McNab 1250; F. Young 1250.

Grants, university

Bounsall 480, 532, 570, 579-80; Cassidy 546, 559-62; Gordon 561-2; Kerr 383, 397, 532, 546-7, 559, 561, 571-2, 579; Laughren 397; McCullough 580-1.

Grants-in-aid

Bounsall 413, 415, 417; Kerr 413-6.

Grants-in-lieu

Bounsall 566; Cassidy 562, 565-6; Kerr 564-5; Lawlor 564; Singer 563-6.

Greenbelts

McIlveen 1382; McNab 1382.

Grievances/grievance procedures

Kerr 471; Sisco 470.

Gross national product

Burr 10.

Guardian, official

Bales 1493, 1572; Roy 1493; Singer 1571.

Guardians, legal

Borcak 971; Brunelle 971; Martel 970-1.

Halfway houses/drop-in centres

Brunelle 958-9, 991; Handleman 957-8; McIlveen 959; Morrow 957; B. Newman 991; R. S. Smith 958-9.

Hall commission/report

Good 8.

Handicapped/disabled persons

Amos 937; Bidell 1350; Borcak 883, 886; Brunelle 781, 882, 898, 904; Bullbrook 889; Carton 1350; Deacon 1350; Martel 764, 882-4, 886, 938, 963-4; R. S. Smith 881-2, 884-5, 936-7; J. P. Spence 823.

Handicapped, facilities for

Beckett 963; Brunelle 963; Martel 962-3.

Hansard

Bales 1548; Lawlor 1549; MacBeth 1548.

Harbour commissions

Haggerty 297.

Hay report

Jackson 429-30; Laughren 429-30, 484.

Hazardous products

Auld 64-5; Caplice 76; Good 65; Haggerty 64-5; Voegelé 64; Watt 65.

Health care/services

Drea 788; D. C. MacDonald 783-7; Martel 772; Stokes 1022.

Health centres, community

Drea 788; D. C. MacDonald 585-6, 783-4, 786.

Health foods/vitamins

Burr 212; Fitch 212.

Health, industrial

Haggerty 1051; B. Newman 1065.

Health/medical facilities

Drea 788.

Health/safety hazards

Auld 197, 210-4, 307-8; Bounsall 1082; Burr 3-4, 9, 209-17, 358-61; Caverly 40, 62; Drowley 197; Fitch 167, 210; Germa 1216; Good 7-8; Guindon 1081-2; Haggerty 40, 75, 275, 307-8; Handleman 307-8; Jones 1760-2; Lawlor 166-8; Lewis 256-7; Martel

SUBJECTS—*Continued*

197, 348; McNair 1082; B. Newman 224-6, 1081-2, 1759-61; R. F. Nixon 1760-2; R. S. Smith 180.

Health units

Auld 58, 119, 135; Carruthers 259; Haggerty 1568.

Hearings of tribunals

Bray 1686-7, 1689, 1693; Royce 1685-6, 1688, 1690; Shulman 1685-90.

Heritage Foundation, Ontario

Cassidy 587; Deacon 734; Kerr 734-5, 741.

High-income groups

Martel 764.

Highway rest areas

Germa 1431; Martel 1430-1; McNab 1430.

Highway/road maintenance

Adcock 1211, 1214-6, 1218, 1333; Carton 1210-2, 1216-7, 1220-1, 1229, 1232-4, 1239, 1244, 1336; Cassidy 1240, 1244; Deacon 1249; Eaton 1219-20; Ferrier 1220-1; K. W. Foley 1231, 1233; Gaunt 1333; Germa 1216; Givens 1232-4, 1239-40; Haggerty 1221-2, 1231, 1334; Laughren 1228; Martel 1217-9, 1222, 1229-30, 1300; McNab 1213-5, 1217-8, 1220-2, 1254; Ruston 1215, 1220, 1331, 1336; J. P. Spence 1216, 1229, 1232, 1328; Stokes 1209-14, 1218, 1231, 1321, 1326-7; G. W. Walker 1214-5; Wilmot 1229.

Highway/road surfacing

M. D. Armstrong 1198; Carton 1203, 1220-1, 1291, 1297; Eaton 1198, 1219-20; Ferrier 1220-1; Germa 1296-7; Haggerty 1221; Martel 1222; McNab 1203, 1220-2, 1282, 1296, 1299; Nuttall 1202; Ruston 1220, 1281, 1331; J. P. Spence 1328; Stokes 1198.

Highways

Bounsall 1310; Bullbrook 1282-4; Carton 1281, 1292; Eaton 1167; Germa 1296; Martel 1287, 1291-5; McNab 1266-7, 1281; R. F. Nixon 1284; Rhodes 1265; F. Young 1280; Crosbie 1224-5; Good 1305; Martel 1224-5.

Highways in the sky programme

Carton 1393; Ferrier 1391; Howard 1393; McNab 1393; Stokes 1168, 1364-7, 1393-4.

Highways/roads, northern

Adcock 1211, 1299; Carton 1169-70, 1211-2, 1217, 1292, 1322-3; Germa 1298-9; Gilbertson 1192; Handleman 1193; Martel 1217-9, 1291-5; McNab 1218, 1293, 1299, 1322-3; Stokes 1168, 1189-90, 1209-11, 1285, 1322.

Historical sites/buildings

Kerr 741; Laughren 740; McOuat 741.

Home repair service

Drea 1744; B. Newman 1743; S. D. Turner 1744.

Home social services

Crittenden 811; Martel 811.

Homemakers' services

Martel 897.

Homes for special care

Borczak 922; Brunelle 910.

Horseracing/racetracks

Bounsall 1783-5; Drea 1666, 1768-70; Gisborn 1777, 1781-2; Haggerty 1316-7; R. G. Hodgson 1785-6; McDonnell 1774; B. Newman 1039, 1665-6, 1771-2, 1775, 1782, 1786; R. F. Nixon 1656, 1765-8, 1775-6; Parrott 1766-7, 1770, 1783; Pillgrem 1666, 1771-2, 1784-6; Roy 1772-5; Wallace 1781-2, 1785-6; Winkler 1665-6, 1767, 1771-2, 1774-5, 1784, 1796.

Hospitals/hospital services

Auld 146; McIlveen 146.

Hospitals, psychiatric/mental

Borczak 922; Duksza 791-2; R. S. Smith 936, 959.

Hotels/motels

Givens 1159.

Hours of business

Paterson 1668; Winkler 1668.

Hours of work

E. K. Armstrong 1120; Bounsall 1053-4, 1057-8, 1070, 1119, 1121, 1124-5; Carruthers 1122; Deans 1615-7; Guindon 1057, 1065, 1117-8, 1120-1, 1124; Haggerty 1050-1, 1058, 1119, 1122; R. Johnston 1057-8, 1070, 1120-3; Lawlor 669; D. C. MacDonald 1118, 1120-1, 1124; Martel 1116-21, 1123; B. Newman 1065, 1118, 1122; Ruston 1058.

Housing

Lawlor 805; Martel 766, 768.

Housing, condominium

Bales 1574; Singer 1574.

Housing Corporation, Ontario

Brunelle 965-7; Crawford 965-7; Good 60; Martel 773; R. S. Smith 965-7.

Housing costs

Brunelle 893; Lewis 893-4; Martel 893.

Housing, high-rise

Drea 277; Good 163.

Housing, mobile

Jones 1761; B. Newman 1761.

Housing, public

Brunelle 849-50; Cassidy 850; Drea 276-7; Martel 843; R. S. Smith 866.

Housing, rental

Bounsall 1114; Givens 1304; Guindon 1114; McNab 1304; R. S. Smith 870.

Housing shortage

Deacon 321.

Housing, student

Kerr 502-3; B. Newman 502-3.

Housing, town/row

Good 163.

Housing Corp., Student

Kerr 502-3.

Human rights

Bounsall 1113-6; McPhee 1114.

Human rights code/commission

Bounsall 1112-6, 1144-5, 1150-1; Drea 1115; Guindon 1044, 1112-3, 1115-6, 1150; R. Johnston 1115, 1150-1; McPhee 1113-4; B. Newman 1116.

Hunting/trapping

Brunelle 1031; Stokes 1326.

Hydro Electric Power Commission

Auld 5, 29-30, 48, 219; Burr 11-2; Caplice 56; Damp 1630-1; Deacon 218, 221; Good 8-9; Haggerty 48; Lawlor 1629-31; MacNaughton 1609; R. F. Nixon 1605, 1609; Paterson 1631.

Hydro/nuclear generating stations

Auld 28; Burr 10; Caplice 56-7; Deacon 218, 318; Good 8, 235; Haggerty 48, 56; MacFarlane 235; R. F. Nixon 1754; Yoneyama 1754.

Hydro power/lines

Burr 11-2, 29-30; Good 8; Lawlor 316.

Hydro, rural

Auld 29, 114; Haggerty 29; Martel 114.

Immigrants

Bounsall 551, 698, 1101; Colombo 1011-2; Davy 625, 635; Deans 1523-6; Guindon 1141; Kerr 384, 624, 634, 701; MacBeth 1481-2; Martel 1011; B. Newman 634; Shulman 1139-41, 1143, 1738.

Immigrants, skilled

Kerr 634; B. Newman 634-5.

Incentives to industries

Cassidy 626-7; Kerr 626-7.

Incentives, pollution abatement

Auld 27-8; Biggs 28; Good 27; B. Newman 28.

Incinerators

Auld 165, 175, 274, 300-2, 315, 317, 320; Burr 138, 344-5; Deacon 218, 221, 302; Drea 332; Drowley 317; Fitch 168; Good 7, 353; Heaman 302, 353; Lawlor 164-5, 168, 173-6, 308, 314-7; MacBeth 222; MacFarlane 175, 218, 220.

Income

Bethune 690-2, 696; Bounsall 696; Cassidy 685, 690-2, 694-5; Kerr 692, 695-6; Martel 760; Paterson 692; Roy 696; F. Young 1059.

Income, guaranteed

Brunelle 781, 794, 803, 850; Cassidy 807, 849; Drea 788; E. J. Etchen 851; R. S. Smith 752-5, 802, 851.

Income supplement

Borczak 868; Brunelle 779-82, 802-3, 850; Cassidy 849; E. J. Etchen 851; Martel 770-1; R. S. Smith 752, 756, 802-4, 851, 869.

Indian affairs

Beckett 1027-8; Borczak 1024; Brunelle 1019-28, 1030-2; Handleman 1029-31; Martel 1022-5, 1029, 1032-3; R. S. Smith 1021-3, 1031-2; Stokes 1017-22, 1026-7, 1031-3; Szego 1027-9.

Indian arts/crafts

Brunelle 1027, 1031; Szego 1027.

Indian children

Martel 1025-6.

Indian community development

R. S. Smith 1021; Stokes 1017-8, 1026.

Indian councils

Beckett 1027; R. S. Smith 1032; Szego 1028-9.

Indian culture/history

Handleman 1029; Stokes 1019.

Indian education/students

Beckett 1028; Brunelle 1022, 1031; R. S. Smith 1023.

Indian employment/unemployment

Borczak 1024; Brunelle 1024-5; Martel 1024-5, 1029; Stokes 1027; Szego 1027.

Indian friendship/youth centres

Stokes 1017-9.

SUBJECTS—*Continued*

Indian health

Brunelle 1021-2, 1030-1; R. S. Smith 1021; Stokes 1022.

Indian hospitals/hospital services

Beckett 1028; Brunelle 1021-2; R. S. Smith 1021; Stokes 1022.

Indian housing

Brunelle 1020; Stokes 1019.

Indian languages

Brunelle 1030.

Indian people

Beckett 1027-8; Brunelle 1019-25, 1028, 1030-2; Handleman 1029-31; Martel 765, 767, 779, 1023-6, 1029-30, 1032-3; McKenzie 1037; R. S. Smith 1021-3, 1031-2; Stokes 1017-22, 1026-7, 1031-3; Szego 1027-9.

Indian reservations/bands

Beckett 1027-8; Brunelle 1000, 1030; Handleman 1029; Martel 995-8, 1000, 1025-6, 1029; McKenzie 1037; R. F. Nixon 1278; Stokes 1018, 1022; Szego 1028; F. Young 1278.

Indian schools

Beckett 1028; Brunelle 1022-4; Martel 1023-4, 1026; R. S. Smith 1022-3.

Indian treaties

Martel 1022-3, 1030; Stokes 1021.

Indian welfare

Martel 765.

Industries, Canadian owned/ controlled

Drea 1062; Guindon 1056; R. F. Nixon 1652-3.

Industries, foreign

R. F. Nixon 1652; Shulman 1657, 1660-1; Winkler 1662.

Industries, foreign control/ takeover

Bounsall 1052-3; Drea 1062; R. F. Nixon 1652-3, 1663, 1667; Shulman 1657-8; Winkler 1662-4.

Industries, new

Haggerty 13; Lawlor 165.

Industries, relocation of

Auld 240-1; Bounsall 1052-3; Guindon 1056; Haggerty 240-1; Lewis 253; B. Newman 1067.

Industries, secondary

Brunelle 851; E. J. Etchen 851; Handleman 1029; Martel 851, 938-9; McNie 1060; R. S. Smith 851; Stokes 1026-7.

Industries, service

Burr 10; Guindon 1066; McNie 1060.

Industries, shutdown

Auld 135; Bentley 1704; Bounsall 1052-3, 1056-7, 1070, 1132-3, 1136; Caplice 135-6; Drea 1111; Guindon 1056-7, 1067, 1135; Haggerty 1049; R. Johnston 1060, 1070, 1133, 1136; Kinley 1132; MacBeth 135-6; D. C. MacDonald 1110; B. Newman 1067, 1704.

Inflation

Haggerty 1048-9.

Information services, community

Brunelle 954-5; McIlveen 954.

Information services, government

Auld 17-21, 159, 330; Drea 18, 1076; Guindon 1076; Lewis 20-1; D. C. MacDonald 159; Martel 818, 1675; McIlveen 20; B. Newman 19; R. F. Nixon 1673-4; Parrott 17-8, 20, 330, 1674-5; Pillgrem 1673-5; Winkler 1674.

Inquests

Bales 1568; Haggerty 1568.

Inquiries, public/judicial

Cassidy 594; Kerr 591-3.

Insider trading

Bray 1691-2, 1695-7; Roy 1700-1; Royce 1690-1, 1694; Shulman 1661, 1691, 1694-8; Winkler 1695, 1698.

Inspectors/inspection, boiler

R. F. Nixon 1754; Winkler 1754; Yoneyama 1754.

Inspectors/inspection, elevator

Drea 1758-9; Ehmke 1755-9; Gisborn 1758; R. F. Nixon 1755-7.

Inspectors/inspection, legal offices

Bales 1450.

Inspectors/inspection, motor vehicles

Aiken 1410-4, 1424-5; Carton 1411-3, 1425; Stokes 1414; F. Young 1411-3, 1424-5.

Inspectors/inspection, pollution

Auld 222-3, 227-8, 271-2, 275, 278; Beckett 277-8; Burr 227-8; Deacon 222-3; Lewis 255; MacFarlane 255, 277; McIlveen 273; Singer 271-2; M. S. Smith 270-1.

Inspectors/inspection, safety

Bounsall 1079-80; Cleverdon 1080;
Guindon 1044, 1074-5, 1078-9; Haggerty
1074, 1078; R. Johnston 1080; McNair
1082.

Institute for Studies in Education

Bullbrook 386; B. Newman 502.

Insurance companies

Braithwaite 1362; Drea 1725; Gisborn
1719-20; Grundy 1706, 1708, 1715, 1720,
1725; Handleman 1705-7; D. C. Mac-
Donald 1707; R. F. Nixon 1707; Pillgrem
1710; Roy 1721-2; Shulman 1658-60,
1715-8; Singer 1576; Thompson 1706,
1715-6, 1722; Winkler 1664, 1666, 1708,
1719-20.

Insurance costs/premiums

Drea 1725; Gisborn 1719-20; Grundy
1706, 1715, 1717, 1720-1; R. F. Nixon
1654-5, 1707; Roy 1721; Shulman 1659-60,
1717-8; Thompson 1715; Winkler 1664.

Insurance, health, private

Grundy 1715; Shulman 1659, 1715-6;
Thompson 1715.

Insurance, life

Grundy 1717; Shulman 1716-8; Thompson
1716; Winkler 1717-8.

Insurance, motor vehicle

Gilchrist 1726, 1728, 1731; Gisborn 1719-
20, 1730; Grundy 1720-1; Handleman
1705-6; R. F. Nixon 1654, 1664; Pillgrem
1731; Roy 1721-2, 1726-8; Thompson
1706, 1722; Winkler 1664, 1721.

Insurance, superintendent of

Gisborn 1719; R. F. Nixon 1655, 1707;
Shulman 1658-60; Winkler 1708.

Insurance, travel

Drea 1724-6; Grundy 1725-6.

Interest rates

Drea 932; Givens 1162; Grundy 1711;
Haggerty 1048; Martel 932; R. F. Nixon
1710-1.

International Joint Commission

Auld 31, 33, 52, 77, 99-100, 109-11, 113,
137, 242, 369-70; Barr 114; Burr 370;
Carruthers 34-5; Caverly 34; Haggerty
32; B. Newman 33-4, 52, 224; Reid 242;
Stokes 143; Watt 33.

International Nickel Co.

Haggerty 14.

Interprovincial affairs

Auld 100; Borczak 933; Handleman 100;
R. S. Smith 753, 933.

Investments

Bray 1693; Royce 1694; Shulman 1692-4.

Irrigation

Eaton 142.

Janitorial services

Bounsall 1092.

Judges

Bales 1519, 1526; Deans 1524-6; Lawlor
1447-8, 1527; Roy 1519; Shulman 1519;
Singer 1490.

Judges, juvenile/family court

Bales 1566-7; 1569; Drea 1559; Lawlor
1559; 1566.

Judges, provincial/county/district

Bales 1539, 1550, 1554-5, 1557, 1569-70,
1590-1; Callaghan 1555-6; Drea 1544,
1559; Lawlor 1448, 1527, 1550, 1553, 1570;
Roy 1439-40; Russell 1549, 1553; Shulman
1539, 1543-4; Singer 1550, 1554-5, 1557,
1569-70, 1572, 1589-90; Worton 1543.

Judges, supreme/high court

Bales 1546, 1550, 1561; Callaghan 1553;
Lawlor 1448, 1560-1; Roy 1440-1; Russell
1553; Shulman 1546; Singer 1547, 1550.

Judges, surrogate court

Singer 1572.

Judicial Council, Ontario

Bales 1527; Callaghan 1527; Lawlor
1527.

Junior achievement programme

R. Johnston 1076-7; McKay 1077;
B. Newman 1076-8.

Juries/jury system

Roy 1438.

Jury fees

Lawlor 1507; Pukacz 1506-7; Roy 1438.

Jury, grand

Bales 1555; Callaghan 1555-6; Lawlor
1516, 1557; Roy 1437-8; Singer 1555-7.

Justice, administration of

Bales 1435-6, 1454, 1504-5, 1566, 1593;
Callaghan 1510, 1514, 1555-6; Duksza
1475; Lawlor 1441-9, 1504-5, 1507, 1565-6;
Pukacz 1504-8; Roy 1436-41; Singer
1547, 1551, 1555, 1573.

Justices of the peace

Bales 1543; Roy 1439; Shulman 1541,
1543, 1546.

SUBJECTS—*Continued*

Laboratories/laboratory services

Auld 364-7; Biggs 366; Bullbrook 534; Carruthers 364; Good 365-7; Handleman 532-4; Kerr 533-4; Ronan 366-7; Voegel 366.

Labour

Bounsall 1051-4, 1056-8; Guindon 1043-5, 1054-7; Haggerty 1045-51, 1056-8.

Labour Relations Board

Bounsall 1094-6; R. Johnston 1094-6.

Labour Safety Council

Bounsall 1072-3; Guindon 1074; Haggerty 1073-4; R. Johnston 1073.

Labour-management relations

Bounsall 1091-5; Deans 1098-9; Guindon 1045, 1055, 1093, 1105; Haggerty 1045-51; R. Johnston 1058, 1060, 1094-5, 1112; D. C. MacDonald 1110-1.

Land acquisition/assembly

Bidell 1278; Carton 1267, 1281, 1302-3, 1317; Germa 1297; Gilbert 1267-8, 1288-90, 1304-5, 1355-7; Givens 1157, 1159, 1161, 1302-5; Good 1305; Haggerty 1268, 1273, 1317; Martel 1223-4, 1287-9; McNab 1286, 1297, 1302-3, 1332; R. F. Nixon 1278; Rhodes 1267-8; Ruston 1281; Shulman 1735; F. Young 1387-9.

Land banks

Carton 1302-3; Givens 1302-5; McNab 1302-4.

Land Compensation Board

Bales 1591-4; Callaghan 1592; Haggerty 1592; Singer 1573, 1583, 1591-2.

Land costs/values

Carton 1289, 1303; Deacon 321; Gilbert 1268, 1288-90; Givens 1302-5; Good 48-9; Haggerty 1048, 1268; Martel 1287-8; McNab 1303; Rhodes 1268; F. Young 1302.

Land ownership/leasing, foreign

Shulman 1735-6.

Land registrars/registration

Bales 1579-81; Lawlor 1509, 1579, 1581; Pukacz 1509; Singer 1573, 1579.

Land sales

Drea 1740-1; Pillgrem 1737, 1740-1; Shulman 1735-6; Winkler 1736.

Land, serviced

Bales 1575; Deacon 321; Good 49; Singer 1575.

Land subdivision

Auld 117-8; Bales 1575, 1581; Good 117-20; Lawlor 1581; Singer 1575.

Land, surplus

Gilbert 1304; Givens 1302-5; McNab 1302-4.

Land swindles

Drea 1740-1; Pillgrem 1736, 1740-1; Roy 1736, 1741; Shulman 1735-6; S. D. Turner 1736; Winkler 1736.

Land use/planning

Bales 1583; Lawlor 1576; Singer 1583.

Landfill

Auld 283, 285-7, 289, 317-21, 330-1, 334-5, 340-1, 353-4; Biggs 341; Braithwaite 340-2; Burr 289, 344-5, 354; Deacon 318; Drea 333; Good 282-5, 354; Haggerty 297; Heaman 285-9, 318-9, 341-2, 354-5; Lawlor 309-11, 317-8; MacBeth 317; Martel 353; Parrott 330-2; Singer 303.

Landlord/tenant

Bales 1573, 1576-7; Lawlor 1576-7; Martel 766, 773; Singer 1577.

Languages/instruction

Colombo 1011-2; Davy 635; Drea 1076; Guindon 1075-6; R. Johnston 1075; Kerr 624, 634-6, 654; B. Newman 634-6, 1075; Paterson 1075; Roy 635.

Law enforcement

R. F. Nixon 1657.

Law reform/commission

Bales 1436, 1458, 1561, 1573-4, 1578-9; Callaghan 1534, 1579; Duksza 1475; Haggerty 1457; Lawlor 1445, 1565-6, 1576-8; Pukacz 1508, Roy 1437; Singer 1573, 1580.

Law schools/students

Bales 1478, 1532, 1540-1; Callaghan 1512, 1531; Duksza 1473; Lawlor 1449; Pukacz 1512; Roy 1512, 1533-4; Shulman 1540-1; Singer 1517, 1520, 1531-2.

Law Society of Upper Canada

Bales 1451-3, 1459, 1478-9, 1484, 1495, 1498; Callaghan 1459-60; Duksza 1471, 1478; Haggerty 1495; Lawlor 1459, 1486-7, 1496; MacBeth 1482; Martel 1452-3; Roy 1484-5, 1489-90, 1495, 1498; Singer 1452-4, 1458-9.

Lawyers

Auld 16, 261-3, 269, 272; Bales 1451-3, 1456-7, 1460-2, 1477-9, 1481, 1489-90, 1512-5, 1521-2, 1529, 1532, 1542; Braithwaite 269, 1353; Bullbrook 717-20; Burr 263; Callaghan 1512, 1514-5, 1517, 1530;

Carton 1171, 1353; Drea 16, 821-4, 1491; Dukszta 1471-7; K. W. Foley 1172-3; Gilbert 1355-7; Gilchrist 1730-2; Gisborn 1730; Givens 1172; Good 17; Kerr 719; Lawlor 260, 1449, 1452, 1459, 1486, 1516-7, 1529, 1549; Lewis 261-3; MacBeth 16, 1481-2; Martel 821, 1451-3; McIlveen 1483, 1490-1; Mills 721-5; Parrott 1456-7; Roy 1437, 1439-40, 1482-5, 1489-91, 1498-9, 1512-5, 1522; Ruston 1171; Shulman 1521, 1540-2, 1546; Singer 1452-3, 1460-1, 1479-81, 1490, 1518-20, 1549; M. S. Smith 269; Stokes 1171; F. Young 1172.

Lawyers' fees/salaries

Auld 17, 44-5; Bales 1460-1, 1477, 1484, 1494-5, 1498-9; Bullbrook 719, 723; Burr 17; Dukszta 1476-7; Haggerty 1495; Lawlor 1486, 1496; Lewis 45; MacBeth 1481-2; Mills 723; Parrott 1494; Roy 1439-40, 1482-5, 1496, 1498-9; Singer 1461, 1477, 1480, 1495-6, 1579.

Lawyers, Ontario government

Bales 1461-3, 1530; R. F. Nixon 1462-3; Singer 1461, 1530-1.

Leasing

Lawlor 1582.

Leasing vehicles, illegal

Carton 1423-4; F. Young 1421-4.

Legal aid/clinics

Bales 1464-5, 1477-9, 1481, 1489-95, 1497-9, 1541-2; Brunelle 968-9; Callaghan 1556; Deans 1525-6; Dignam 968; Drea 822, 1491, 1498; Dukszta 1471-7; Haggerty 1495; Lawlor 804, 1474, 1485-90, 1496-8, 1529, 1542; MacBeth 1481-2; Martel 766, 821, 967-9; McIlveen 969, 1483, 1490-1, 1497; R. F. Nixon 1454; Parrott 1491-5; Roy 1437, 1439-40, 1482-5, 1489-91, 1493-5, 1498-9; Shulman 1540-2; Singer 1464, 1476, 1479-81, 1492, 1495, 1499, 1556-7; R. S. Smith 820; Stokes 933.

Legislative procedures

Bales 1532; Carruthers 376, 378; Drea 378; Good 376, 378; Parrott 376-8; Ruston 377, Singer 1531-2.

Leisure, use of

Brunelle 844, McNie 1009.

Libraries, legislative

Deacon 193.

Libraries/librarians

Bounsall 1069; Foulds 706-7; Guindon 1069; R. Johnston 1075; Kerr 670, 706-7, 737, 747-8; Laughren 747; B. Newman 737-8; Paterson 1075.

Licence plates

Carton 1407-8; Germa 1407; F. Young 1421, 1423.

Licences, drivers'

Bullbrook 1414-6; Carton 1400-4, 1415-6; Ferrier 1401-2; Gaunt 1403-4; Germa 1401; Gilchrist 1726-8, 1731; McIntyre 1400, 1402-5; Parrott 1400; Roy 1727; Ruston 1405; Stokes 1401-2, 1404.

Licences, lottery/bingo

Fisher 1793-6; Gisborn 1794-7; Kennedy 1797-8.

Licences, motor vehicle

Aiken 1409; Auld 305; Carton 1406-8, 1410, 1426; Deacon 1426-7; Germa 1410; Haggerty 305, Parrott 1408; Stokes 1405-7.

Licences, motor vehicle mechanics'

Pillgrem 1739; Shulman 1739.

Licences, PCV

Aiken 1417, 1425, 1428; Carton 1423, 1428; Ferrier 1416-7; Germa 1428-9; Ruston 1425, 1427; Shoniker 1425; F. Young 1421-4.

Liens

Crawford 959; Deans 1525; Lawlor 1527, 1529; Singer 1574.

Liquor Control Board

Haggerty 283.

Littering/cleanup

Auld 137, 285, 323, 329-30; Biggs 324; Deacon 323; Good 282-4; B. Newman 137-8; Parrott 329.

Loans/grants to industries

Martel 765, 768-9, 779.

Loans/grants to students

Beckett 661; Bethune 649-52, 655-6, 658-9, 678, 690-1; Bounsall 698; Bullbrook 650, 652, 659; Cassidy 651, 682-5, 692-4; Drea 672; Gordon 702-3; Handleman 654, 656-8, 660; Kerr 383, 395, 397, 648-55, 657, 659-62, 665-6, 679-82, 686, 690-1, 695, 699, 701-3; Laughren 389-91, 393, 397-8, 647-9, 651-4, 659, 702-3; Lawlor 669-72; McIlveen 680-1; McNie 649-51, 661-2; Parrott 651, 658-61; Roy 652-3, 659, 662-6, 681, 694-5; Ruston 682.

Local initiatives programme

Cassidy 794; Martel 773-4.

Logging/lumbering

Brunelle 1031; Carton 1326; Germa 1325; Stokes 1026, 1322, 1326.

Lotteries

Fisher 1789-98; Gisborn 1794-7; Handleman 1792-4; Kennedy 1797-8; B. Newman 1789-91, 1794; R. F. Nixon 1655-6; Winkler 1664-5, 1789.

Low-income groups

Beckett 1006; Borczak 868, 1025; Bounsall 527, 1054; Brunelle 780-1, 840, 849-51, 865, 888, 989, 900, 906, 908, 1004; Cassidy 553-5, 560, 684, 694-5; Duksza 1471-7, 1479; Kerr 530, 554, 561, 648-9, 651-2, 660, 666, 683, 694-6; Laughren 642, 647, 654, 659; Lawlor 1487; Lewis 899; MacBeth 1481; Martel 759-60, 762-7, 863, 868, 888, 890, 899, 994-5, 1001-6; McNie 650-1, 1006; R. F. Nixon 1003; Rhodes 1003-5; Roy 652, 663-4; R. S. Smith 752-5, 803-4, 840, 851, 898, 902, 1003-4; Shulman 1661.

Management personnel

Anderson 1643-4; Bayly 1621; Deans 1620, 1640, 1644; Lawlor 1644-5; MacNaughton 1635; R. F. Nixon 1633-4.

Manpower services, provincial

Cassidy 595, 597, 604-5; Deacon 1135; Gisborn 617-8; Guindon 1135; Kerr 595, 605, 617; Martel 769.

Marriages

Bales 1543; Drea 1543-4; Shulman 1543-4; Worton 1543.

Marriages, common-law

Borczak 927, 929; Carruthers 928-9.

Maternity leaves

Martel 995.

Mayors and reeves/association

Brunelle 838, 969; Drea 99; Martel 759; Shulman 99; R. S. Smith 905.

McRuer commission/report

Bales 1586; Brunelle 853; Davy 621; Lawlor 1447, 1550, 1557, 1560-1; Pukacz 1568; Roy 1437-41; Royce 1679, 1685; Shulman 1686.

Meat packers

Auld 247-9; Cross 247; Shulman 244-9.

Medical officers of health

Biggs 98; Walkinshaw 118-9.

Medical schools/courses

Bounsall 570, 581-2; Deacon 582-3; Drea 788; Kerr 566-8, 582-3, 585; D. C. MacDonald 585-6, 795; Morrow 567; B. Newman 566-8.

Mental health centres/clinics

Brunelle 785; Duksza 1472; Graham 972; R. F. Nixon 972.

Mental health/illness

Handleman 957-8; Morrow 957.

Metric system

Guindon 1062; Haggerty 1061-2; R. Johnston 1061; Paterson 1674; Pillgrem 1674.

Metro Centre plan

Bidell 1344, 1349; Cassidy 1342-3, 1345; Deacon 1344, 1351.

Milk/milk products

Biggs 211; Burr 211.

Minerals/ores

Germa 1297-8; Martel 1297-8; McNab 1297-8.

Mines, abandoned

Caplice 154; Martel 154.

Mines/mining

Auld 216; Burr 215-7.

Mining companies

Bounsall 1123; Caplice 91-2; Drowley 182-4; Germa 1297-8; Guindon 1120; R. Johnston 1134; D. C. MacDonald 1120, 1134; MacFarlane 185-6; Martel 85-92, 150, 153, 188-99, 1116-21, 1297-8; McNab 1297; Shulman 108-9; R. S. Smith 179-86.

Minorities/ethnic groups

Colombo 1011-2; Davy 635; Guindon 1116; Handleman 1029; Kerr 634; Martel 995, 999, 1003, 1010-3; McIlveen 1012; B. Newman 634-5, 1116.

Monopolies/cartels

R. F. Nixon 1654.

Monorails

Cassidy 1330.

Mortgages/mortgage companies

Givens 1302.

Mothers, unmarried

Borczak 979; Brunelle 976; Drea 976; Graham 976; Haggerty 801; Martel 995.

Mothers, working

Borczak 900-2, 1024; Brunelle 898-9, 903; Lewis 899-901; Martel 897-8, 994-6, 1001, 1004; McKnight 909; McNie 1006-7; J. P. Spence 909.

Motor vehicle accident claims fund

Carton 1404; Drea 1731; Gilchrist 1726-32; Gisborn 1729-30; Grundy 1721; B. Newman 1728-9; R. F. Nixon 1729; Roy 1721, 1726-32; Stokes 1404.

Motor vehicle exhaust emissions

Auld 177-9, 212-4, 372-3; Burr 212, 372-4;
Drowley 177, 214; Haggerty 212-4;
McIlveen 374; McNab 1204-5; Parrott
1205; F. Young 176-9, 1203-5.

Motor vehicle industry

Aiken 1410; Auld 177-8; Dickie 1063;
Drea 1063; Good 178; Haggerty 1073;
R. Johnston 1058, 1063; B. Newman
1065; F. Young 177-9.

Motor vehicle repairs

Aiken 1425; B. Newman 1743; Shulman
1739.

Motor vehicles

M. D. Armstrong 1180; Cassidy 1243-4;
Givens 1160; F. Young 1165.

Motor vehicles, air cushion

Carton 1369; Deacon 1368; McNab 1368.

Motor vehicles, all-terrain

Carton 1169; Stokes 1168.

Motor vehicles, Ontario government

Bales 1506; Braithwaite 1361-3; Carton
1363; Damp 1613; Deacon 1506;
MacNaughton 1613; McNab 1253-4;
Stokes 1253-4.

Motorcyclists/motorcycles

Germa 1401.

Municipal Board, Ontario

Auld 72, 80, 117; Bales 1583-6, 1588, 1591;
Cockburn 72; Deans 1627; Good 117,
1585-6; Lawlor 1586-7; MacBeth 1587-8;
Ruston 72; Singer 1582-5, 1588-91.

Municipal councils

Bales 1590; MacBeth 1587-8; D. C.
MacDonald 783; Singer 1588.

Museums

Deacon 734; Handleman 704-5; Kerr 704,
732, 735-6; B. Newman 737-8; Omand
704-5; Paterson 732; Roy 705; Styrmø 732.

Mustard report

Deacon 582-3; Kerr 567, 582, 585, 596;
D. C. MacDonald 585, 784, 787, 795.

Mutual funds

Bray 1693.

Natural resources/management

Burr 9.

New Canadians

McNie 786.

News media/periodicals

Bray 1687; Brunelle 973; Drea 608-9;
Fisher 1789-90, 1792; Graham 973; Kerr
609; B. Newman 1745, 1789-91; Roy
1741; Royce 1690; Shulman 1686-7.

Noise barriers

M. D. Armstrong 1179-82, 1185; Braith-
waite 1177-86; Carton 1178-9, 1182-5,
1260; Haggerty 1319; Kennedy 1260;
MacBeth 1186; McNab 1184-5; F. Young
1180.

Noise levels

Bounsall 1082; Guindon 1082; McNair
1082.

NorOntair

Ferrier 1391-2.

Northern affairs officers/offices

Martel 761, 769, 783; Paterson 783, 786.

Northern Ontario affairs

Carton 1169-70; Crawford 942-3; Drea
925-6; Foulds 706-7; Kerr 704, 736;
Laughren 703-4, 735-6; Martel 925-6,
938, 942-3; McKenzie 1037; Secord
1035-6; Stokes 1034, 1168-9.

Notice, employment termination

Bounsall 1052; Guindon 1057;
R. Johnston 1070.

Nurses

Cassidy 602; Kerr 602.

Nurses' assistants

Cassidy 601-3; Kerr 601-2; Pulsford
602-3.

Nurses, public health

McIlveen 788.

Nursing care/services

Borcak 951-2; Brunelle 940-2, 960-1;
Crawford 940-2, 952, 959-60; Martel
940-2, 959; McIlveen 960-1; R. S. Smith
941, 943, 951-2, 960-1.

Nursing homes

Borcak 922, 951; Crawford 943; Martel
943; Morrow 951; R. S. Smith 943.

Nursing students

Bethune 702; Bounsall 700, 702; Kerr
702.

Offenders, young

Lawlor 1566; R. S. Smith 920-3.

OHIP/OHSIP

Drea 636; Handleman 1705-6; Kerr 636;
Martel 896; B. Newman 636-7; R. S.
Smith 903; Thompson 1706.

SUBJECTS—*Continued*

Oil companies

Martel 1671-2; B. Newman 1669-70;
R. F. Nixon 1670; Pillgrem 1670, 1672;
Winkler 1671.

Oil spillage/leakage

Auld 136-7, 355, 367, 369-70; Carruthers
369; Cassidy 355; P. D. Foley 369-70;
Good 369; B. Newman 136-7.

Ombudsman

Guindon 1145; Lawlor 805; D. C.
MacDonald 1145; Singer 1480.

Ontario Northland Railway

Carton 1196; K. W. Foley 1195; Rathbun
1197; R. S. Smith 1194-6; Stokes 1168.

Ontario Northland Transportation Commission

Carton 1196; R. S. Smith 1195-6.

Ontario Place

Carton 1369; Laughren 735.

Osgoode Hall

Bales 1552; Callaghan 1553; Lawlor 1553.

Packaging

Auld 294-5, 323, 329, 347-8, 352; Biggs 347;
Burr 294; Cassidy 346, 348-9; Good 352.

Parimutuels

Gisborn 1781-2; R. G. Hodgson 1785;
Wallace 1785; Winkler 1782.

Parking facilities

Carton 1388, 1408; Germa 1408; Givens
1160, 1171; McNab 1171; R. F. Nixon
1280; Ruston 1171; J. P. Spence 1171;
F. Young 1164.

Parks, national

Beckett 1028.

Parks, trailer

Martel 1290.

Parole/parole board

McIntyre 1404; Parrott 1404.

Patronage

Drea 1636; MacNaughton 1636; R. F.
Nixon 1634.

Pedestrians

Bidell 1318-9; Haggerty 1318-9.

Pension Plan, Canada

Borczak 920; Brunelle 919; R. F. Nixon
1710; R. S. Smith 919-20.

Pensions

Bounsall 1132; Carruthers 1131-2; Drea
886-7; Guindon 1132; Haggerty 1049-50;
Martel 884; McNie 1147; B. Newman
1067-8; R. S. Smith 881-2.

Pensions commission

Bentley 1703-5; Drea 1068, 1764; Gisborn
1763-4; Guindon 1068, 1132; B. Newman
1068, 1703-5; R. F. Nixon 1709; Pillgrem
1764; Winkler 1764.

Pensions, old-age

Borczak 868-9; Brunelle 779-80; R. S.
Smith 802, 869.

Pensions/pension plans

Bentley 1703-5, 1708-9, 1723-4; Drea
1723-4, 1764; Gisborn 1764; B. Newman
1703-5, 1724; R. F. Nixon 1708; Pillgrem
1764; Winkler 1703.

Pensions, portable

Bentley 1709; Haggerty 1049; R. F. Nixon
1709.

Pest control/services

Auld 356-8; Good 356-8; W. L. Smith
357-8.

Pesticides/herbicides

Auld 356-8, 363-4; Biggs 357-8; Burr
358-61, 363; Carton 1217; Germa 1216-7;
Good 356-8; W. L. Smith 357-8, 363-4.

Phosphates

Auld 71, 139-40, 371; Burr 139-40;
Deacon 141; Good 371; Voegel 371.

Phosphorus

Auld 114; Barr 104, 115; Parrott 114-6.

Pickets/picketing

Bullbrook 1104; Deans 1099, 1101;
R. Johnston 1103; Laughren 1103;
Martel 1103.

Pilkington Glass Ltd.

Auld 254-5, 257-8; Lewis 254-63; Singer
258, 269-72; M. S. Smith 269-71.

Pipelines, oil/gas

Auld 355; Cassidy 355; Jones 1760;
B. Newman 1759-60.

Pipelines, waste

Auld 51; Carruthers 53; Caverly 50;
B. Newman 50.

Pipelines, water

Auld 59, 90, 374-5; Beckett 61; Burr 61;
Carruthers 374; Caverly 60, 62-3;
Good 55-6, 60-1; Haggerty 32;
D. C. MacDonald 59-60; Ruston 375.

Pits/quarries

Deacon 320; Heaman 320.

Planning boards/committees

Auld 276-7; Bidell 1344, 1349;
Drea 276-7.

Planning, economic

Burr 9; Martel 768-9.

Planning, family

Haggerty 801.

Planning, Programming, Budgeting System

Deacon 1507; Pukacz 1507.

Plaques

Kerr 384.

Plastic containers

Auld 293.

Plea bargaining/discussions

Bales 1454-7, 1515-6; Lawlor 1458;
MacBeth 1455, 1457; R. F. Nixon 1454-6;
Parrott 1456-7; Roy 1510, 1515-6;
Singer 1455-6, 1458.

Police, alleged brutality

Shulman 1546.

Police Commission, Ontario

Bray 1703; Shulman 1703.

Police commissions, municipal/ regional

Bales 1557; Bullbrook 1098; Lawlor 1550;
Singer 1557, 1584.

Police/court records

Singer 1547.

Police, municipal/regional

Shulman 1521-2.

Police, provincial

Aiken 1429; Carton 1428; Damp 1613;
Germa 1428-9; MacNaughton 1613;
R. F. Nixon 1613; Ruston 1427.

Polk Company, R. L.

Aiken 1409-10; Carton 1409-10;
Ruston 1409.

Polls, public opinion

Bounsall 1054; Haggerty 1045-6.

Pollution abatement equipment

Auld 27-8, 158, 161-2, 177, 182-7, 255, 279;
Caverly 28; Cross 158; Good 27;

Handleman 279; Lawlor 174;
D. C. MacDonald 46, 158; MacFarlane
158, 185-6; R. S. Smith 179-86;
F. Young 176-9.

Pollution, air

Auld 158-65, 175-93, 202-3, 224, 234, 238,
240-9, 254-5, 257-8, 270-7, 365, 367 373;
Barr 82; Burr 12, 187, 215-7, 273, 345;
Carruthers 226, 259; Cross 158, 247;
Deacon 218-22; Drowley 166, 182-4, 187,
242; Fitch 167; Good 7, 161, 234;
Haggerty 191, 202-3, 239-41; Lawlor
164-8, 174-6, 260; Lewis 253-60;
D. C. MacDonald 158-60; MacFarlane
158, 185-6, 202, 217-8, 220, 226, 235, 244,
246, 255; Martel 84-91, 188-99;
McIlveen 273-5; McNab 1204-5;
B. Newman 223-6; Reid 242-4; Renwick
24; Shulman 244-9; Singer 227, 270-2;
M. S. Smith 270-1; R. S. Smith 179-86;
F. Young 176-9, 1203-5.

Pollution control

Auld 224; Burr 12, 54; Haggerty 28;
Handleman 279; MacBeth 222;
B. Newman 19; Stokes 143.

Pollution, environmental

Burr 9-10, 358-61; Good 6.

Pollution, farm

Auld 155; Biggs 155.

Pollution, Great Lakes system

Auld 39-40, 99-100, 102, 114, 137-40;
Barr 74, 114; Burr 139-40; Caverly 34;
Drea 98-100; Haggerty 39-40, 47;
D. C. MacDonald 41; B. Newman 224;
R. F. Nixon 35; Stokes 143-4; Watt 138.

Pollution index/monitoring

Auld 20, 181, 187, 189-92, 197-8, 203, 225,
234-5, 243-4, 250, 286, 332, 365, 367;
Burr 187, 211-2, 215, 217; Carruthers 226;
Drea 332; Drowley 182, 187, 192, 197-8,
244; Fitch 167; Good 7, 234, 286, 367;
Haggerty 14, 191, 239; Lawlor 167-8, 173;
MacFarlane 189, 235; Martel 89, 188-99;
B. Newman 223, 225; Reid 243-4;
Shulman 244; R. S. Smith 192.

Pollution, industrial

Auld 19-20, 42-7, 158-65, 200-1, 235, 270-4,
277; Barr 82; Beckett 278; Bounsall 53;
Braithwaite 20; Burr 54, 273; Caplice
53, 136; Cross 158; Drea 277; Drowley
242; Good 49, 116, 161, 235; Haggerty
199-201, 275; Lawlor 164-8; Lewis 42-6,
253-60; MacBeth 46; D. C. MacDonald
45-6, 158-60; MacFarlane 235, 274;
Martel 84-91, 150-4; McIlveen 273-5;
B. Newman 19-20; Reid 242-4; Singer
270-2; M. S. Smith 270-1; R. S. Smith
179-86; Stokes 143.

SUBJECTS—*Continued*

Pollution, land/soil

Biggs 149; Burr 148; Cassidy 355;
Haggerty 202; Laughren 114.

Pollution, metal/chemical

Auld 75-8, 83, 209-13; Barr 82; Biggs 78;
Burr 77-9, 209-17, 227, 358; Caplice 77-9;
Drowley 209, 236; Good 78, 236;
Fitch 210; Haggerty 75-8; Lawlor 166-8;
MacFarlane 211, 275; Martel 82-3, 151-4;
Singer 295-6.

Pollution, noise

M. D. Armstrong 1180, 1185; Auld 13-7,
200; Braithwaite 15, 1178; Burr 204;
Carton 1320; Drea 16; Good 8, 22, 201-2;
Haggerty 13-4, 199-201, 1319-20;
Kennedy 1260; Lewis 23, 26, 256;
MacBeth 16, 25, 1186; Renwick 24;
Tempelmeyer 200, 204.

Pollution Probe

Auld 162, 347; Burr 215; Good 8, 352;
Handleman 281; Lewis 256; D. C.
MacDonald 46, 164; MacFarlane 159;
B. Newman 66.

Pollution, thermal

Auld 57; Caplice 56-7, 96-7; Carruthers
57; Good 8; Haggerty 56; Martel 96-7.

Pollution, water

Auld 39-42, 71-7, 99-101, 103, 105-7,
135-48, 151-2, 157, 273, 286; Burr 104,
111, 124-5; Biggs 155; Bounsall 53;
Braithwaite 341; Burr 42, 54, 139-40;
Callaghan 1528; Caplice 96-7, 103, 123-4;
Carruthers 45; Caverly 23, 153;
Deacon 141; Drea 98-102, 128; Good
117-20, 155-6, 282, 285; Haggerty 39-40,
47, 75, 145; Handleman 97-8, 100;
Heaman 286; Laughren 111; Lawlor 175;
Lewis 42; D. C. MacDonald 41, 146-8;
Martel 96-7, 150-4, 350; McIlveen 145,
148; Neil 101; B. Newman 136-7;
Ruston 72-3; Shulman 102; Singer 295-6,
1529; Watt 146; Williamson 335, 341.

Population

Burr 9; Cockburn 81.

Port facilities

K. W. Foley 1195.

Poverty

Brunelle 781; Cassidy 806-7; Martel
759-68, 863-5, 893.

Printers/printing

Bales 1505; Bounsall 420; Bullbrook
418-9; Drea 422-4; Handleman 423;
Jackson 418, 420-3; B. Newman 418;
Price 421; Pukacz 1505, 1533; H. H.
Walker 418-9.

Privacy, invasion of

Aiken 1409-10; Carton 1409; Roy 1742;
Ruston 1409; Winkler 1743.

Project 500

Brunelle 949-50; Martel 949-50;
Morrow 950.

Prospectuses/brochures

Bray 1692; Pillgrem 1741; Royce 1694;
Shulman 1692, 1736.

Provincial-municipal co-operation

Brunelle 836-8, 867; Cassidy 836; Martel
836-7, 844; R. S. Smith 838, 867.

Psychiatrists/psychiatric services

Duksza 791-2.

Public prosecutor

Bales 1510; Callaghan 1510-1; Roy 1510-1.

Public trustee

Bales 1571-2; Singer 1571-2.

Publications, government

Boreczak 886; Bounsall 1069, 1150;
Brunelle 862; Cheetham 18; Good 18;
Guindon 1043, 1075; R. Johnston 1075,
1150; Lewis 862, 873-4; B. Newman 1075;
Paterson 1075; R. S. Smith 757, 885.

Pulp and paper

Auld 143-4, 273; Burr 273; Caplice 103;
Ferrier 1391; Stokes 143, 1026-7, 1322.

Purchasing, central

Damp 1613-4; Deans 1612-5; Lawlor
1505, 1614; MacNaughton 1606-7, 1613;
McNab 1253-4; R. F. Nixon 1601, 1607;
Pukacz 1505; Stokes 1253.

Purchasing, government

Damp 1613-4; Deacon 1505; Deans
1612-3; MacNaughton 1606; R. F. Nixon
1601; Pukacz 1505.

Queen's counsel

Bales 1519; Deans 1519; Singer 1519.

Quorum

Auld 377; Beckett 378; Burr 377;
Carruthers 376, 378; Drea 378; Good
376, 378; McIlveen 377; W. Newman
1362; Parrott 376-8, 1361-2; Ruston 377.

Racing Commission, Ontario

Gisborn 1781-2; R. G. Hodgson 1785;
McDonnell 1782; B. Newman 1781;
R. F. Nixon 1776; Pillgrem 1781-2;
Wallace 1769-70, 1776, 1781-2, 1785;
Winkler 1665.

Radio/television

Auld 19; Brunelle 1030; Bullbrook 712; Carton 1407-8; Colombo 1011; Davy 638-9; Drea 607-8; Germa 1407; Kerr 639; Martel 1010; B. Newman 19, 638-9; Rathbun 1197; Singer 1584; Stokes 1196-8.

Railway crossings

Adcock 1275; Carton 1274; Haggerty 1225-7, 1253, 1273-5.

Railway passenger service

Deacon 1351-2, 1377-81; Howard 1377-8, 1381-2; McIlveen 1381; Stokes 1168; F. Young 1165.

Railways

Auld 314; Carton 1274-5, 1351, 1369, 1371-2, 1379; Deacon 318, 1350-2, 1369-81; K. W. Foley 1379-80; Haggerty 1273-4; Howard 1377-8, 1381-2, 1390; Kennedy 1390-1; Lawlor 314; Martel 353; McIlveen 1381; McNab 1372-4; Stokes 1373; F. Young 1387.

Rand report

Bounsall 1094-5; Bullbrook 1103; R. Johnston 1103.

Real estate brokers/salesmen

S. D. Turner 1737-8; Winkler 1738.

Recidivists/recidivism

Lawlor 1486; MacBeth 1482.

Records management programme

Kerr 741; Laughren 741-2; McOuat 741-2.

Recreation

Auld 98; Borczak 1012; Brunelle 1035; Good 117-20; Handleman 98; Martel 1010-2, 1034; McKenzie 1034; B. Newman 1039; Secord 1035-6; Stokes 1034-5.

Regional development

Heaman 288-9.

Regional/district municipalities

Carton 1335; J. P. Spence 1335; Wilmot 1335.

Regional government

Auld 287; Deacon 1250; Good 287-8; Handleman 1250; Singer 1588; F. Young 1250.

Regional planning

Brunelle 782; Martel 771.

Registrar General

B. Newman 1798; Winkler 1798.

Rehabilitation/rehabilitative services

Amos 937; Brunelle 904, 936-7; Davenport 991; Handleman 957-8; Martel 938-9; Morrow 957; B. Newman 991; R. S. Smith 757, 904, 935-7; Stokes 937.

Rent supplements/subsidies

Martel 843; R. S. Smith 844.

Research

Bounsall 414; Bullbrook 534; Jackson 411-2; Kerr 409-10, 535-6; Laughren 410-2; McNie 538-40; B. Newman 410; Sisco 470.

Research, academic

Bounsall 415, 501, 569; Foulds 414-5, 473; Gordon 412-7; Kerr 414, 529, 569-70, 582; H. H. Walker 416.

Research Council, National

F. Young 179.

Research, economic/social

Brunelle 781-2, 785, 790, 794, 796, 840-3, 850-1; Carruthers 792; Cassidy 849; Crittenden 811; E. J. Etchen 790, 794, 841, 843-4, 851; D. C. MacDonald 784-7, 790, 793, 795-6; Martel 787, 794-6, 841-3; Root 799; R. S. Smith 840-1, 851.

Research Foundation, Ontario

Auld 211-3; Burr 215; MacFarlane 217, 220.

Research, highways/roads

Adcock 1299-1300; M. D. Armstrong 1198, 1200; Carton 1187-8; Eaton 1198, 1200-1; Germa 1299; Handleman 1193-4, 1201; Jessiman 1187-8; Martel 1299-1300; McNab 1191, 1299; Nuttall 1202-3; Stokes 1189.

Research, historical

McOuat 741-2.

Research, industrial

Haggerty 1051.

Research, labour

Bounsall 1068-70, 1073; Drea 1062-3; Guindon 1043-4, 1059, 1062-6, 1069; Haggerty 1060-2; R. Johnston 1060-1, 1063, 1065, 1069-71, 1073; B. Newman 1064-7, 1071-2; J. P. Spence 1071; F. Young 1059-60.

Research, medical

Bullbrook 534; Kerr 533.

Research, noise

M. D. Armstrong 1179-82, 1185; Braithwaite 1178-86; Carton 1178-9, 1183-5; McNab 1184-5.

Research, pollution/pollution control

Auld 177-9, 218, 280-1, 373; Biggs 376; Burr 372-4; Deacon 218, 222; Drowley 177; P. D. Foley 375; MacFarlane 218; McNab 1204-5; Ruston 375; F. Young 177-9, 1204-5.

Research, waste disposal

Auld 322-3, 334, 337, 340; Biggs 345; Deacon 322-3; Drea 337, 340; Lawlor 308-9, 316; Williamson 337.

Research, water

Auld 77, 367-74; Biggs 370-1; Caplice 77; Carruthers 374; Drea 128; P. D. Foley 368; Good 368-71; Haggerty 77; McIlveen 371; Parrott 370-1; Voegel 371.

Reservoirs, water

Auld 59, 63, 90; Beckett 61; Caverly 60; Good 55-6, 60; D. C. MacDonald 60; Martel 90.

Retarded, associations for

Brunelle 1000; Martel 997.

Retarded, homes for

Brunelle 988-9; Davenport 989-90; Handleman 990; Martel 988-9.

Retarded persons

Borczak 970-1; Brunelle 785, 910, 971, 988-9; Martel 911, 918-9, 970-1, 988-9, 997; Williams 919; F. Young 909-10.

Retirement

Deans 1616-7; Guindon 1064, 1067; R. Johnston 1065; MacNaughton 1616; B. Newman 1064-5, 1067-8.

Retraining

Bounsall 1052-3; Cassidy 601-5, 631; Deacon 606; Deans 1647-8; Drea 789-90; Haggerty 1049-50; Jackson 506-7, 603; L. M. Johnston 603, 605-6; Kerr 486, 507, 509, 515-6, 601-6, 615-6; Martel 770, 896-7; B. Newman 506-7, 614-6; Sisco 489.

Review board, medical

Borczak 886; Drea 886; Martel 882-3; R. S. Smith 882, 884.

Review boards/courts, assessment

Bales 1589-90; Good 1589; Singer 1590-1.

Review boards, family benefits

Borczak 827; Brunelle 815, 817-20, 825-7, 829-30; Cassidy 824-7, 834; Drea 821-7; Haggerty 800; Lewis 828-9, 874; Martel 815-9, 823-4, 826-7, 829; R. S. Smith 818-20, 824, 829-30; J. P. Spence 823.

Riots, correctional institutions

R. F. Nixon 1454, 1456.

Road salt

Adcock 1215-6; Auld 145-8; Biggs 148; Burr 148; Carton 1201; Eaton 1201; Germa 1216; Good 147; Haggerty 147; McIlveen 145, 148; McNab 1215; Ruston 1215; Stokes 1189, 1213; G. W. Walker 1214-5.

Road signs/traffic lights

Carton 1213, 1274; Haggerty 1274-5, 1319; Ruston 1212-3.

Roads boards

Stokes 1326-7.

Roads, closed

Haggerty 1316; McNab 1317.

Roads, county/township

Carton 1232, 1321, 1323-5, 1328, 1331; Haggerty 1275-7; Martel 1229-30; McNab 1276-7, 1327; Ruston 1323-5, 1331; J. P. Spence 1232, 1281, 1324, 1328-9, 1335; Stokes 1231, 1326-7; Wilmot 1275-6, 1324, 1328-9.

Roads, development

Carton 1228, 1321, 1323-5; Germa 1325; Haggerty 1225-7, 1324; Laughren 1228; McNab 1321-2; Ruston 1323-5; J. P. Spence 1228-9, 1324; Stokes 1321; Wilmot 1225-8, 1324.

Roads, municipal/regional

Ferrier 1222; Germa 1251; Givens 1232-4; Haggerty 1225; Rhodes 1251-2; Wilmot 1252.

Roads, service

Germa 1297.

Roads to recreation

Laughren 1228.

Roads to resources

Carton 1325; Germa 1325; McNab 1321-3, 1327; Stokes 1209-12, 1321-2, 1325; Wilmot 1325.

Safety committees

Haggerty 1074.

Safety, construction

Bounsall 1079; Cleverdon 1080; Guindon 1044-5, 1078-9; Haggerty 1078; R. Johnston 1080; Adcock 1211, 1218; Aiken 1428-9; M. D. Armstrong 1188; Bounsall 1310; Bullbrook 1282, 1414; Carton 1187-8, 1190-1, 1216, 1311; Haggerty 1221-2, 1275-7; Martel 1217-9, 1287; Morrow 1261-2; Ruston 1215; Stokes 1189-91, 1209-12; Wilmot 1275-6.

Safety, industrial

Bounsall 1073, 1079, 1082; Ehmke 1758;
Guindon 1074-5; Haggerty 1051, 1073-4;
R. Johnston 1073; Janes 1760;
McNair 1082; B. Newman 1081, 1758-60;
Paterson 1080-1; Yoneyama 1759.

Safety, mine

Guindon 1079; Haggerty 1074, 1078-9.

Safety, motor vehicle

Aiken 1411-4; Carton 1411-3; Drea 306;
F. Young 1411-4, 1424-5.

Sand/gravel

Adcock 1214-6; McNab 1214-5; J. P.
Spence 1216; Stokes 1214.

Satellites, space

Rathbun 1197; Stokes 1196-7.

School boards

Auld 18; Cheetham 18.

Schools, bilingual

Kerr 491-3; Roy 492; Sisco 492;
R. S. Smith 491-3.

Schools, community use

McIlveen 1012.

Schools, correspondence

Davy 620; Drea 613-14; Kerr 614;
B. Newman 614.

Schools, private

Bullbrook 427; Drea 423-6, 446, 607-10,
613-4; Handleman 425-6; Hay 607, 610;
Jackson 420, 422-7; Kerr 608-10, 680-2;
McIlveen 681; Roy 681.

Schools, retarded children

Martel 970.

Schools, secondary

Reid 457-9.

Science Centre, Ontario

Deacon 734; Foulds 705-6; Handleman
704-5; Kerr 384, 703-6; Laughren 703-4;
B. Newman 737; Omand 703-6; Roy 705.

Securities commissions

Bray 1680-1, 1686-8, 1691-3, 1696-1700;
D. C. MacDonald 1679-80, 1696;
B. Newman 1703; R. F. Nixon 1660-2,
1676-9; Roy 1700; Royce 1676-80, 1685-6,
1688-92, 1694, 1702; Shulman 1685-99,
1702-3; Winkler 1666, 1695-6, 1703.

Securities industry

D. C. MacDonald 1680; R. F. Nixon
1653-4; Royce 1680; Shulman 1658, 1660.

Security guards

Bounsall 1085, 1091.

Senior citizens' clubs/centres

Brunelle 955, 965-7; Crawford 956, 965-7;
Deacon 956; R. S. Smith 964-7.

Sentencing

Bales 1570; Lawlor 1570; Singer 1570.

Septic/holding tanks

Auld 39-40, 113-4, 117, 147, 367-9;
Burr 369; Caverly 40; P. D. Foley 368;
Good 117-20, 368; Haggerty 39-40, 147;
Laughren 113-4; Martel 113-4;
Walkinshaw 118-9.

Service clubs

Fisher 1793, 1795, 1797-8; Kennedy 1797-8.

Sewage disposal

Auld 66, 71-4, 80, 100, 113-4, 118-20, 141;
Barr 73, 104, 111, 124-5, 127, 135;
Bounsall 67; Burr 67, 288-9; Caplice 103;
Caverly 34, 66; Cockburn 116; Deacon
140-2; Drea 98-102, 128; Good 73-4, 102;
Handleman 100; Harris 120-2; Heaman
288-9; Laughren 113-4; MacBeth 135;
Martel 113-4; Shulman 102; Singer 227;
Voegel 140.

Sewage treatment

Auld 23, 41, 47, 57, 59, 62, 71-2, 80-2, 97,
101, 105, 111-3, 117-20, 122, 141-2, 145-6,
367-8; Barr 73, 82, 104, 111, 114, 124-5,
127, 135; Burr 61, 125; Caplice 104, 123-5;
Carruthers 45; Caverly 41, 52, 97;
Cockburn 72-3, 81, 126, 142, 154;
Deacon 141; Drea 128; P. D. Foley
369, 375; Good 48-9, 73-4, 121-4, 155-6,
371; Haggerty 47, 124-7; Handleman
97-8, 100; Harris 120-2; Heaman 355;
Laughren 111; D. C. MacDonald 60;
Martel 80, 97, 154; McIlveen 145;
McTavish 156; B. Newman 47;
Parrott 115-6; Ruston 72-3; Shulman 102;
Voegel 371.

Sewerage

Auld 21-2, 35, 41, 49-50, 73-4, 115-6, 145;
Barr 73-4, 111, 127; Bounsall 67;
Burr 138-9; Caplice 77, 103-4; Carruthers
41; Caverly 66; Cockburn 81, 126;
Deacon 141-2; Germa 1251; Good 8,
48-50, 73-4, 122-4, 156-7; Haggerty 124-7;
Lewis 23, 26; McTavish 156-7;
B. Newman 47, 136; Parrott 115-6;
Rhodes 1251-2.

Shared-cost programmes

Auld 29.

Shareholders/annual meetings

Bray 1695-8; D. C. MacDonald 1696;
R. F. Nixon 1667; Roy 1700, 1734-5;
Shulman 1658, 1660, 1662, 1695-9, 1734;
Winkler 1698; J. K. Young 1734-5.

Shelter/fuel allowances

Borczak 960-8; Bounsall 907-8; Brunelle 849-50, 891-3; Cassidy 849; Martel 843, 908; McKnight 908-9; R. S. Smith 844, 870.

Shipping

Auld 39-40; Caverly 40; Haggerty 39-40; D. C. MacDonald 41.

Signs/sign pollution

Carton 1223; McNab 1223; Stokes 1223.

Smokestacks/chimneys

Auld 180-7; Burr 187; Deacon 219; Drowley 182-4, 187, 193; Lewis 253; MacFarlane 185-6; Martel 188; R. S. Smith 179-86.

Snow removal/disposal

Auld 145-7; Barr 148; Biggs 148-9; Burr 148, 210; Good 147; Haggerty 145, 147; D. C. MacDonald 146-8; McIlveen 145-6, 148; Watt 145-6.

Snowmobiles

Carton 1401; Ferrier 1401; Germa 1401; F. Young 1401.

Social/family services

Amos 937-9; Borczak 827, 831, 854-5, 868-9, 883, 886, 900-3, 907, 917, 920, 922, 927-9, 934-5, 951-2, 907-1, 976-9; Bounsall 905-8, 910; Brunelle 751, 779-83, 785, 790, 793-7, 802-4, 806, 811-5, 817-20, 827, 829-31, 833-41, 843-4, 849-54, 860-2, 865-8, 871, 873, 875, 881-3, 885-8, 890-3, 898-900, 904-6, 909-14, 918-9, 921, 923-5, 927, 933-4, 936-44, 949-51, 954-61, 963, 965-72, 974-6, 979-80; Bullbrook 889, 894; Carruthers 792-3, 805-6, 928-9, 933; Cassidy 793-5, 803, 806-7, 824-7, 830, 835-7, 849-51; Crittenden 811; Deacon 939, 955-6; Drea 788-90, 813, 821-7, 856-7, 862, 874, 876, 886-7, 925-6, 929-32; Duksza 790-2; E. J. Etchen 790, 794, 841, 843-4, 851; Haggerty 799-801; Handleman 956-9; Laughren 796-8; Lawlor 804-5; Lewis 828-9, 838-9, 845, 858-61, 872-7, 890-4, 899-903; D. C. MacDonald 783-7, 790, 793, 795-6, 798; Martel 757-75, 779, 782, 787, 792-8, 811-6, 818-9, 821, 823-4, 830-3, 835-7, 841-5, 857-8, 860, 863-9, 881-90, 895-9, 911-4, 917-9, 922-8, 931-2, 934, 938-44, 949-50, 959, 962-4, 967-70, 974, 979; McIlveen 788, 953-5, 960-1, 969; McNie 786, 935; Morrow 787, 814, 950; Parrott 795, 845; Paterson 783, 786; Root 798-9; R. S. Smith 752-7, 802-4, 818-21, 824, 834, 837-8, 840-1, 844, 851-2, 854-5, 859-60, 865-7, 869-71, 881-2, 884-5, 902-5, 919-22, 932-3, 935-7, 941, 943, 951-4, 958-61, 964-7, 976-9; J. P. Spence 823, 909, 926-8, 935; J. W. Spence 924; Stokes 933-4, 937-8; Willems 859-9, 861; Williams 905, 919; F. Young 909-10.

Social planning councils, municipal

Borczak 869; Lewis 872, 874; Martel 771, 949-50.

Social workers

Borczak 854-5; Brunelle 836, 852-4, 860, 923, 985-6; Carruthers 792; Cassidy 835-6; Drea 856-7, 862; Duksza 791-2, 1475; Graham 986-7; Lawlor 1559; Lewis 858-62; Martel 793, 830, 833, 857-8, 923; Singer 1569; R. S. Smith 852, 854-6, 859-61, 985-7; Stokes 1018-9; Willems 858-9, 861.

Soldiers' aid commission

Brunelle 830; Cassidy 830.

Speed limits

Adcock 1275; Germa 1298; Good 1305; Kennedy 1261; Stokes 1285.

Sports/athletics

Handleman 1036-8; Kerr 434; Martel 1010-1, 1033-4, 1037-8; McKenzie 1034, 1037-8; B. Newman 434, 1039; Secord 1035-6; R. S. Smith 1038-9; Stokes 1034-5.

Squatters

McNab 1327; Stokes 1327.

Stadiums/arenas

Fisher 1792-4, 1796; Gisborn 1796-7; Handleman 1792-4.

Statutes of limitations

Bales 1581; Lawlor 1581; Singer 1580-1.

Statutes/regulations, Ontario

Bales 1531-3; Callaghan 1531; Guindon 1044; Lawlor 1534, 1560; Roy 1533-4; Singer 1531-2.

Steam

Auld 218-22; Deacon 218; MacBeth 222; MacFarlane 220.

Stock exchanges

Bray 1680-1, 1699-1701; D. C. MacDonald 1679-80; R. F. Nixon 1676; Royce 1676, 1679-80, 1685-6, 1688-9, 1691; Shulman 1699.

Stocks/bonds

Bray 1680-1, 1688-9, 1691-3, 1696; D. C. MacDonald 1679-80; R. F. Nixon 1676; Royce 1676-7, 1679-80, 1685, 1689-90, 1692, 1694; Shulman 1660-2, 1688-97; Winkler 1695.

Street lighting

Carton 1335; Germa 1335; McNab 1335.

Strike, Lanark Mfg.

Haggerty 1048; R. Johnston 1059.

Strike, Metro civic

Drea 332.

Strikebreakers/strikebreaking

Bounsall 1084-6, 1101; Bullbrook 1103-4; Deans 1098-1101; Drea 1109-10; Guindon 1085-6, 1100-2, 1104, 1108; Haggerty 1085; R. Johnston 1102-3; Laughren 1102-3; D. C. MacDonald 1108, 1111; Martel 1100, 1103.

Strikes/lockouts

Beckett 1108-9; Bounsall 1051, 1054, 1084-5, 1101, 1111; Bullbrook 1103-4; Deans 1098-1102, 1104-9, 1639, 1643; Dickie 1083-4; Drea 1109-10; Guindon 1055; Haggerty 1045-6, 1050, 1083; R. Johnston 1057, 1059, 1094-5, 1103, 1105, 1111; D. C. MacDonald 1108, 1110-1; MacNaughton 1642; Martel 1100, 1103, 1107; F. Young 1059.

Student awards programme

Bethune 649-52, 655-6, 658-9, 678-9, 690-1, 702; Bounsall 696-701; Bullbrook 652; Cassidy 554, 651, 682-6, 690-4; Drea 677-80; Gordon 550, 702-3; Handleman 656-8; Kerr 383, 395-9, 503, 505, 530, 541-2, 553-5, 648-9, 651-5, 657-8, 665, 678, 682, 688-91, 694-5, 701-2; Laughren 391, 393, 397-9, 642-3, 647-8, 651; McNie 541; B. Newman 418, 656; Roy 652-3, 659, 662-5; Ruston 679; Sisco 486; H. W. Walker 418.

Students

Bounsall 1138, 1146-8; Bullbrook 419; Deacon 1138; Drea 613; Foulds 473, 1137, 1145-7; Guindon 1137, 1146, 1148; R. Johnston 1138; McNie 1146-7.

Students, aid to

Bounsall 527-8, 546; Kerr 530, 541, 546, 554; McNie 540.

Students, elementary school

Omand 704.

Students, foreign

Bounsall 516-7, 570, 698-9; Drea 505-6; Handleman 504-5; Kerr 503, 505, 517-8, 541; McNie 540; Morrow 505; B. Newman 503-7, 512; Sisco 505.

Students/graduates, medical

Drea 788; Kerr 567-8; B. Newman 567.

Students/graduates, post-secondary

Bethune 678; Bounsall 484, 499-501; Bullbrook 387, 444; Carruthers 504; Cassidy 682-6, 688, 694-6; Drea 672, 677-80; Ferrier 464, 470; Foulds 473, 483; Handleman 656-8; Jackson 507-9, 511; Kerr 385, 456, 481-2, 484, 488, 495, 500, 522-3, 525-7, 648-58, 661, 665, 686-9, 695-6;

Laughren 453-4, 647-9; McNie 494-6; B. Newman 483-4, 488, 503; Parrott 511; Roy 488; Sisco 459, 482-5, 489, 495.

Students/graduates, secondary school

Cassidy 546, 595; Drea 677-80; Gordon 547, 550, 552; Handleman 704-5; Kerr 546-8, 550, 596, 678; Reid 457-60; Ruston 679.

Subscriptions, periodical

Fisher 1790; B. Newman 1791.

Subsidiaries, foreign

R. F. Nixon 1667; Shulman 1658, 1661; Winkler 1667.

Subsidies, air transport

Stokes 1364-5.

Subsidies, municipal

Auld 74, 80-1, 85; Cockburn 81; Good 74, 85; Martel 80-1; Parrott 114-6.

Subsidies, public/rapid transit

Carton 1239-42, 1343; Cassidy 1240-3, 1329, 1343; Deacon 1352; Germa 1242; Givens 1239-40; Handleman 1250; McNab 1243; Ruston 1331.

Subsidies, railway

Carton 1379; Deacon 1379; K. W. Foley 1380; Stokes 1379.

Subsidies, road

Carton 1245-6; Givens 1239-40, 1245-6.

Subways

Bidell 1344, 1349; Carton 1161, 1166, 1200, 1234, 1329-30, 1345, 1375; Cassidy 1244, 1329, 1346; Deacon 1344, 1349, 1375; Germa 1242; Givens 1157, 1159-61; Handleman 1242; Roy 1202; F. Young 1199-200.

Sulphur dioxide

Auld 181, 188; Drowley 182-4; MacFarlane 185-6, 189; Martel 188-90, 194; R. S. Smith 179-86.

Summonses

Pukacz 1508.

Sunday observance

Bales 1458; Haggerty 1457-8; Singer 1580.

Surveys, water

Auld 144; Stokes 144; Watt 144-5.

Swadron report

Brunelle 782, 796, 817, 827, 898, 904, 971, 1025; Cassidy 827; D. C. MacDonald 796; Martel 758-9, 762, 764, 768-70, 815-6, 819, 823-4, 897, 928.

Takeover bids

Bray 1695; Royce 1694; Shulman 1694-5; Winkler 1695.

Tapes/cassettes

Bales 1547-8; Callaghan 1548-9; Lawlor 1548-50; MacBeth 1548; B. Newman 1787; Winkler 1787.

Task force, employment opportunities for welfare recipients

R. S. Smith 903, 905.

Task force, Hydro

Bayly 1609; Deans 1628-31; Good 8-9; Lawlor 1629-31; MacNaughton 1609; R. F. Nixon 1604-5, 1609, 1628-9; Paterson 1631.

Task force, industrial training

Cassidy 624; Davy 618; Gisborn 623, 629; Kerr 384, 623-7, 629, 632.

Task force, packaging

Auld 329, 347, 349; Biggs 347; Cassidy 347-9.

Tax consultants

B. Newman 1744-5; Winkler 1745.

Tax exemptions

Bounsall 566; Cassidy 562, 565-6; Kerr 563-5; Lawlor 564; Singer 563.

Tax, gasoline/motor fuels

Cassidy 1243; Deacon 1352-3.

Tax, income

Borczak 901; Brunelle 781; Martel 837; R. S. Smith 903.

Tax, property

Borczak 906-7; Bounsall 905-8; Brunelle 906; McKnight 908-9.

Tax, racetracks

Bounsall 1783; B. Newman 1666, 1771-2; R. F. Nixon 1665, 1767-8, 1775; Parrott 1767, 1783; Pillgrem 1767, 1771-2, 1775; Roy 1772; Winkler 1665, 1772.

Tax relief, residential

Borczak 906-7; Bounsall 905-8; Brunelle 906; McKnight 908-9; R. S. Smith 866.

Tax, sales

Gisborn 1787; Pillgrem 1775, 1787; Silverthorn 1787.

Tax, security transfer

R. F. Nixon 1653-4; Shulman 1658; Winkler 1664.

Teacher-student ratio

Bounsall 488; Burr 10; Haggerty 515; Kerr 515; R. F. Nixon 485; Sisco 489.

Teachers' aids/assistants

Kerr 383.

Teachers, CAAT

Kerr 745-7; Laughren 744-7; Sisco 746.

Teachers' colleges

Cassidy 586, 595; Deacon 584-5; Foulds 432; Gordon 432; Kerr 490, 584-6; R. S. Smith 489-91.

Teachers, post-secondary

Bounsall 469, 488-9; Bullbrook 468; Ferrier 464-70; Haggerty 514; Kerr 458, 467-9, 471-488; Laughren 454, 484-5; McNie 494-5; R. F. Nixon 485-7; Sisco 470, 485-6.

Teachers, secondary school

Bounsall 526.

Teachers, surplus/shortage

Martel 860.

Teachers' training

Foulds 432; Gordon 432.

Technology/personnel

Burr 10; Haggerty 1051.

Telephone service/commission

Carton 1398-9; Duncan 1398-9; R. G. Hodgson 1399-400; Rathbun 1197; Ruston 1397-8; Stokes 1196.

Television, educational

Bowers 726; Bullbrook 385, 712-9, 725-7; Colombo 1011; Ide 725, 731; Kerr 384-5, 670, 713, 727, 731; Laughren 731; Martel 1010; Mills 720-5.

Television repairs

B. Newman 1743; Roy 1741-2; S. D. Turner 1742; Winkler 1742-3.

Tendering

Cockburn 116; Deans 1524; Germa 1300, 1320; J. C. MacDonald 80; Martel 80; McNab 1300, 1320.

Textbooks/educational materials

Drea 432; Foulds 430-3; Jackson 420; Kerr 430.

Tires

M. D. Armstrong 1188, 1192, 1200; Carruthers 1192; Carton 1187-8, 1190-1, 1193-4; Gilbertson 1192; Handleman 1193-4; Jessiman 1187-8; Stokes 1187-92; G. W. Walker 1187, 1215.

Tobacco

Auld 209; Burr 3-4, 209; Deacon 216;
Drea 4; Fitch 216-7; Good 4, 7.

Tolls

McNab 1177; F. Young 1177.

Toronto Transit Commission

Givens 1239.

Tourist attractions

Kerr 384, 736; Laughren 736.

Tourist industry

Brunelle 1025, 1031; R. S. Smith 180;
Stokes 1026.

Tourist operators/outfitters

Martel 85.

Tourists

Rhodes 1265.

Trailers

Jones 1761; Martel 1292; McNab 1266;
B. Newman 1761; Rhodes 1265.

Training, block/modular

Gisborn 1751-3; Yoneyama 1751-2.

Training centres/schools, correctional

Borcak 922; Lawlor 1566; R. S. Smith
920, 923.

Transit, public/rapid

Bales 1584; Bidell 1344, 1349; Carton
1199-1202, 1239-42, 1246-9, 1341-3, 1345-8,
1352; Cassidy 1240-4, 1246-9, 1252, 1329,
1341-7; Deacon 1249, 1253, 1344, 1368-76;
Germa 1242, 1248; Givens 1156-62, 1239-
40, 1248; Handleman 1201, 1250, 1252;
Howard 1382; Martel 1243-5; McIlveen
1381; McNab 1243, 1250, 1252-3, 1375-6,
1382-3, 1389; W. Newman 1248; R. F.
Nixon 1280; Singer 1584; Wilmot 1246;
F. Young 1163-5, 1199-200.

Translators/interpreters

Davy 635; Drea 821; Kerr 634, 636;
McNie 786; B. Newman 634.

Transportation

Brunelle 913-4; Carton 1155-6, 1161,
1166-7; Eaton 1167; Givens 1156-62;
Kerr 435-6; Laughren 453; Martel 913-4,
996, 1001, 1004; B. Newman 435-6;
Stokes 1167-9, 1197; F. Young 1162-5.

Transportation costs

Carton 1365-6; Deacon 318, 1372-3, 1376,
1380; K. W. Foley 1365, 1379-80; Howard
1381; McIlveen 680-1, 1381; McNab

1372-3, 1376; Stokes 1168-9, 1191, 1364-7,
1394.

Transportation fares

Carton 1240, 1246, 1383; Deacon 1379-80;
K. W. Foley 1379-80; Givens 1239;
McIlveen 1382-3; McNab 1243; Stokes
1364-7.

Transportation, oil/gasoline

Jones 1760-2; B. Newman 1759; R. F.
Nixon 1762.

Transportation planning/studies

Bidell 1264-5, 1278-9, 1281, 1318-9, 1344,
1349; Carton 1199-1202, 1206, 1278, 1280,
1313-5, 1337-8, 1341-3, 1345-50, 1391, 1393;
Cassidy 1336-8, 1341-8; Deacon 1344,
1352, 1368, 1372-6; K. W. Foley 1195;
Germa 1300-1; Givens 1158, 1315;
Haggerty 1273-4, 1318-9; Handleman
1264; Howard 1377, 1382, 1390; Kennedy
1390-1; Martel 1301-2; McNab 1203,
1243, 1256, 1260, 1301, 1316, 1368, 1372-4,
1388-9; Morrow 1264-5; Parrott 1256-7;
R. S. Smith 1194-5; J. P. Spence 1281,
1328; Stokes 1168, 1205, 1395; F. Young
1165, 1199-200, 1278-9, 1281, 1312-5, 1388.

Transportation systems, municipal/ regional

Carton 1155-6, 1200-2; Givens 1157-8,
1161; Handleman 1201; Roy 1201-2;
F. Young 1200.

Tree removal/replacement

Bounsall 1310, 1312; Carton 1311, 1431;
Germa 1431; Haggerty 1274; McNab
1431-2.

Trees, dead/diseased

Burr 359; Deacon 1431; Germa 1216-7;
Martel 189; McNab 1431-2.

Truckers/trucking industry

Adcock 1333; Aiken 1417, 1424-6, 1428;
Auld 15; Bounsall 1092; Bullbrook 1282;
Carton 1330-1, 1333, 1423-6, 1428; Cassidy
1330; Deacon 1333; Ferrier 1416-7;
Gaunt 1333; Germa 1428-9; Martel 1267,
1291-2, 1294-5; McNab 1266; Rhodes
1265; Ruston 1331-2, 1425-8; Shoniker
1425; F. Young 1421-4.

Trust/loan companies

Bray 1689, 1693; Grundy 1711; R. F.
Nixon 1710-1; Shulman 1689.

Tunnels

Bidell 1318-9; Haggerty 1318-9.

Unemployables

Borcak 883; Brunelle 781, 836, 882-3;
Bullbrook 889; Cassidy 827; Drea 887;
Martel 836, 883-4, 886; R. S. Smith
803-4, 882, 885, 903.

Unemployed

Kerr 637; Martel 758, 760, 812-3;
B. Newman 637; Shulman 1139.

Unemployment insurance/ commission

Bounsall 698; Brunelle 812-4; Deacon
606; Kerr 606, 701; Martel 759-60, 773,
812, 814, 863; Morrow 814.

Unemployment/layoffs

Bounsall 1052-3, 1132; Deacon 1135;
Guindon 1057, 1134-5, 1138; Haggerty
1048-9, 1061; R. Johnston 1060, 1131,
1133-6; Kerr 604; Kinley 1132; D. C.
MacDonald 1110, 1118, 1133-4; Martel
1116-21; B. Newman 1067; J. P. Spence
1071.

Union, automobile workers

Dickie 1063.

Union, boilermakers/shipbuilders

Shulman 1139-42, 1144.

Union Carbide Ltd.

Auld 240-2, 254; Haggerty 239-41;
Lewis 253-4.

Union certification

Bounsall 1091, 1095-6; Guindon 1086;
Haggerty 1049; R. Johnston 1087, 1095;
Paterson 1086-7.

Union, construction workers

Guindon 1044, 1079.

Union dues/fees

Bounsall 1141, 1143; Guindon 1141;
Haggerty 1047, 1140-1; R. Johnston 1141;
D. C. MacDonald 1141-2; Shulman
1139-40.

Union, plasterers

R. Johnston 1143; Shulman 1141, 1143.

Union, railway workers

Deacon 1352, 1376; Howard 1378; McNab
1376; B. Newman 1064.

Unions

Bounsall 1069, 1091-2; Bullbrook 1098;
Haggerty 1047-50, 1119, 1122, 1140-1;
R. Johnston 1057, 1141-2; D. C. Mac-
Donald 1118, 1141-2; McNie 1060, 1144;
B. Newman 1118, 1122; Paterson 1086;
Shulman 1129, 1139.

Unions, Canadian control

Guindon 1056; Haggerty 1049-50.

Unions, international control

Guindon 1056; Haggerty 1049-50, 1142;
Shulman 1141-2.

Universities/colleges

Bethune 649-52, 655-6, 658-9; Bounsall
413-17, 448-51, 480, 525-32, 537, 546, 551,
566, 569-75, 600-1; Brunelle 852-3; Bull-
brook 385-8, 398, 412-4, 417-22, 427-9,
436-9, 443-5, 453, 534, 542-5, 652;
Burr 138-9; Cassidy 546-55, 559-62, 565-6,
597-600, 682-5, 688, 693-4; Deacon 575-7,
583-5; Drea 577, 862; Foulds 471-6;
Gordon 412-3, 419, 450-1, 461-3, 519-20,
529, 547, 550, 552, 561-2, 569, 574, 577-8,
584; Handleman 532-4, 536-7; Jackson
411-2; Kerr 383-5, 393-7, 409-11, 413-9,
443, 453, 518-20, 527-39, 541-55, 559-69,
571-9, 582-6, 648, 654-5, 661, 670, 686,
688-9; Laughren 388-93, 453-4, 518-20,
568-9, 642-3, 647-8; Lawlor 564, 666-71;
Lewis 859, 861; Martel 857-8; McCul-
lough 580-1; McNie 410, 538-41;
B. Newman 409, 518, 566-8; Price 421;
Reid 456; Singer 563-6; R. S. Smith 852,
854-5; H. H. Walker 415; Willems 858-9,
861-2.

Universities/colleges, de-Canadianization

Kerr 501, 541; B. Newman 502.

University costs

Bounsall 525; Bullbrook 387, 394-5, 398,
542; Deacon 583; Kerr 394-6, 518-20;
Laughren 391, 397, 518-20.

University courses/degrees

Borcak 854-5; Brunelle 853; Cassidy 693;
Drea 856-7; Lewis 859-61; R. S. Smith
852, 854-5, 859-60; Willems 861.

University faculties/faculty members

E. K. Armstrong 1148; Bounsall 537, 571,
600-1, 1148-9; Bullbrook 542; Cassidy
552-3, 599-600; Gordon 414-5; Handle-
man 534, 536; R. Johnston 1148-9; Kerr
396, 519, 535-7, 553, 582, 599-600;
Laughren 389, 519; McNie 538-41.

University faculty associations

Cassidy 599-600; Kerr 591, 599.

University faculty-student parity

Kerr 654-5; Laughren 389.

University governors/board/ council

Handleman 533.

University, Laurentian

Laughren 392-3, 397.

University, McMaster

Burr 138.

University presidents/committee

Kerr 742; Laughren 392.

University students/graduates

Bounsall 525-31, 546, 570, 572, 579, 697-701; Bullbrook 387, 398, 542-5; Cassidy 559-62, 574-5, 595, 597-8, 683-6, 688, 694-6; Deacon 584; Foulds 415, 431; Gordon 414-5, 519-20, 529, 547, 550, 569, 703; Kerr 383, 395-8, 518-9, 530-1, 541-2, 544-9, 559, 561, 573, 582-4, 595-600, 654-5, 660, 687-9, 694-6, 702-3; Laughren 389-90, 393, 397, 518-20, 568-9, 647, 703; Lawlor 669-71; McNie 538-41; Roy 653-6.

University, Toronto

Burr 138-9.

Urban growth/sprawl

Deacon 141; Good 55-6.

Utility rates

Auld 29; Burr 11; Caverly 49, 60; Good 8, 49.

Vacations/holidays with pay

Bounsall 1091-2; Lawlor 1566; Sisco 486.

Vocational/trades training

Brunelle 1023; Cassidy 624-33; Davy 618-21, 625, 628-9, 631-2, 638, 640-2; Drea 423-6, 446, 606-10, 613; Gisborn 617-21, 624, 628-9, 640-2, 1751-3; Haggerty 509, 515; Hay 607, 610; Jackson 509, 515; Kerr 383, 509, 608-10, 617-9, 622-33, 636-8, 640-1, 679; McIlveen 680-1; B. Newman 633, 636-8; Ruston 679; Shaw 1753; Sisco 508; Yoneyama 1751-2.

Wage assignments

Drea 929-30; R. S. Smith 929.

Wage, minimum

Borczak 868; Bounsall 1054-6, 1069-70, 1091-2, 1101, 1138, 1146; Brunelle 898; Deacon 1130, 1138; Deans 1615-7; Drea 763; Foulds 1137, 1145-8; Guindon 1055-6, 1066, 1137-8, 1146, 1148; Haggerty 1049, 1119; R. Johnston 1060, 1138; Martel 763, 774, 888, 898-9; McNie 1147; B. Newman 1065-7.

Wage parity

Drea 1062-3.

Wage/price/profit controls

Haggerty 1048; R. F. Nixon 1654.

Wages/salaries

Anderson 1637, 1643; E. K. Armstrong 1148; Auld 5, 30, 229, 234; Bales 1511-2, 1519, 1567-8; Bounsall 1054, 1092, 1096, 1111-2, 1131, 1149; Brunelle 985-6; Callaghan 1512, 1516; Carton 1171, 1399; Cleverdon 1080; Day 641; Deacon 324, 1130-1; Deans 1640-1, 1644; Drea 1758-9; Ehmke 1758; Fisher 1795-6; K. W. Foley 1172-3; Foulds 432; Gisborn 641, 1781-2,

1795; Good 234; Gordon 450; Graham 986; Guindon 1055, 1093, 1118, 1120, 1124, 1131, 1141; Haggerty 1048-9, 1119; R. G. Hodgson 1399; R. Johnston 1059-60, 1111, 1131, 1148-9; Kerr 458, 539, 741, 745; Laughren 484-5, 741, 745; Lawlor 1516; D. C. MacDonald 1110, 1142; MacNaughton 1641, 1643; Martel 833, 995, 999; McNie 539, 1147; B. Newman 1065, 1781; R. F. Nixon 486; Omand 705; Parrott 1409; Pillgrem 1781; Pukacz 1567; Reid 457; Renwick 24; Roy 1511-2; Royce 1679; Singer 229, 1519, 1532; Sisco 485, 746; R. S. Smith 985-6; Stokes 1172; Wallace 1781-2; Worton 1567-8; F. Young 1059-60.

Warranties

Lawlor 1577.

Warrants, police

Pukacz 1508; Roy 1508.

Waste disposal

Auld 39-42, 51-3, 165, 234, 251, 279-85, 293, 298-308, 311-24, 329-42, 345, 347-50, 353; Braithwaite 340-2; Burr 10, 138, 293, 344-5, 354, 360; Carruthers 40, 53; Cassidy 346-50; Caverly 40, 50, 54; Deacon 218, 301-2, 318-25; Drea 294, 312-3, 332-40; P. D. Foley 369; Good 40, 281-8, 352; Haggerty 39-40, 297-301, 304; Handleman 279-81; Heaman 285-8, 302, 318-20, 338-9, 341, 353-5; Lawlor 168, 173-6, 308; MacBeth 222, 317; D. C. MacDonald 41; MacFarlane 220; Martel 80-91; 348-54; B. Newman 50-2, 136-7; Parrott 329-32; Singer 295-300, 303; Williamson 301, 337, 341, 348.

Waste disposal, farm

P. D. Foley 375-6; Ruston 375.

Waste, industrial

Auld 76-8, 105-7, 122, 125, 142-4, 300; Barr 104, 124-5; Biggs 78; Bounsall 53; Burr 54, 77-9, 125; Caplice 53, 76-9, 96-7, 103-9, 123-4, 135-6; Cockburn 142; Eaton 142; Good 78, 122-4, 156, 355; Haggerty 75-8, 124-5, 297, 300-1; Lawlor 310; Martel 84-91, 96-7; McTavish 156; B. Newman 66, 136-7; Shulman 104-10; Stokes 143.

Waste, radioactive

Auld 56, 138; Burr 138-9; Caplice 56-7, 139; Caverly 56; Haggerty 56; McIlveen 146.

Waste recycling

Auld 62, 78, 279-85, 311-3, 316, 320, 335, 337-40, 347, 353-4; Biggs 340, 345, 347; Burr 10, 288-9, 294, 344-5, 360; Caplice 54; Carruthers 53; Cassidy 346; Caverly 62; Deacon 141-2, 219, 221-2, 302, 320-1; Drea 62, 312-3, 333-40; Good 281-4, 353;

Haggerty 297, 300, 304; Handleman 279-81; Heaman 280, 338-9, 353; Lawlor 168, 175, 311, 313, 315; MacFarlane 220; McIlveen 337, 372; Williamson 335, 337.

Water diversion/export

Auld 32-3, 63; Burr 63-4; Carruthers 34; Caverly 63; Haggerty 31, 39; MacBeth 63; B. Newman 32-4; Stokes 144; Watt 32, 144-5.

Water levels

Auld 63; Burr 34; Watt 32-4.

Water Resources Commission

Auld 2-3, 31, 76, 88, 99, 145; Barr 151; Beckett 61; Burr 61; Caplice 135; Good 7, 49, 61, 74, 78, 117, 156-7; Haggerty 77, 124; Laughren 111; Lewis 23, 45; MacBeth 135; D. C. MacDonald 59; J. C. MacDonald 80; Martel 82, 86-7, 151; Renwick 24; Shulman 102, 108-10; Stokes 143-4.

Water resources, northern

Stokes 144.

Water table

Deacon 320; Good 55-6; D. C. MacDonald 59.

Water testing

Auld 58, 77, 107, 128, 341, 365-7; Barr 82; Braithwaite 341; Caplice 77, 105, 107; Caverly 58; Drea 127; Good 58, 366; Haggerty 58, 77; Heaman 341-2; Ronan 366-7; Shulman 102, 108-10; Voegel 366; Williamson 341.

Water/water services

Auld 21-2, 31, 35, 48-50, 58, 71, 80, 82-4, 90-1, 98-9, 107-8, 286, 374-5; Barr 82, 151; Beckett 61; Biggs 98, 152; Braithwaite 1354-7; Burr 54, 61-2; Caplice 76; Carruthers 374; Caverly 54, 58, 60, 153; Cockburn 142; Drea 62, 128; Eaton 142; Gilbert 1354-7; Good 7-8, 48-50, 55-6, 118, 286; Haggerty 48; Handleman 98; Heaman 286; Lewis 23, 26; D. C. MacDonald 59-60; Martel 80-81, 150-4, 195; B. Newman 50; Parrott 114-6; Ruston 375; Shulman 107-8; Watt 32-3.

Waterways

Caplice 76, 96-7; Caverly 97; Haggerty 75; Handleman 97; Martel 96-7.

Welfare administrators/offices

Borcak 831; Brunelle 782, 797, 830-1, 834-5, 837-8; Cassidy 806, 834-5; Drea 813; Haggerty 799; Laughren 798; Lewis 838; Martel 770, 797-8, 813-4, 819, 830-1, 835, 837, 842, 844, 897, 924, 959; R. S. Smith 834, 837-8, 936; Williams 905.

Welfare, municipal

Brunelle 801, 813, 836-8, 866-7, 905; Cassidy 794, 825, 836, 849; Drea 813; D. C. MacDonald 785; Martel 758-60, 771, 773, 813, 836-7, 842, 867, 895; R. S. Smith 755-6, 837-8, 904-5; Williams 905.

Welfare programmes

Brunelle 1020; Haggerty 779-801; Stokes 1021; Szego 1029.

Welfare recipients

Borcak 827, 831, 883, 900-2, 906-8; Bounsall 905-8; Brunelle 779, 815, 817-20, 827, 850, 904; Bullbrook 889, 894; Cassidy 806-7, 825-7, 834-5, 849-50; Davy 636; Drea 637, 821-3, 826, 1558; Duksza 791; Haggerty 799; Kerr 636; Laughren 797-8; Lewis 828-9, 838, 873, 892-3, 899, 903; D. C. MacDonald 785; Martel 758-68, 772-4, 779, 814-6, 818-9, 821, 826-7, 829, 842-3, 863-9, 883-4, 895-8, 912-4, 967-8, 1117; B. Newman 636; Rhodes 1005; R. S. Smith 818-20, 824, 870-1, 881-2, 903-5.

Welfare supplements

Brunelle 866-7; Lewis 866; Martel 866-7; R. S. Smith 866-7.

Whiterock Land Development

Bales 1574-5; Hilton 1574; Lawlor 1582; Singer 1574-6.

Widows/widowers

Lawlor 1529; R. S. Smith 919-20; Stokes 1467.

Williston report

Brunelle 785, 796, 909-10, 957, 989; D. C. MacDonald 785; Martel 989; F. Young 910.

Wills

Bales 1534; Callaghan 1534; Lawlor 1534; Singer 1571-2.

Winter/seasonal works

Brunelle 949; Carton 1429; Kerr 384, 617; Martel 1429-31; McNab 1430-2.

Witnesses

Auld 272, 278; Bales 1540; Callaghan 1556; Deans 1526; Lawlor 260, 1557; Lewis 255; MacFarlane 255; Parrott 1493-5; Pukacz 1506; Roy 1438; Shulman 1540, 1542; Singer 262, 271, 1494.

Wives, deserted

Bales 1545-6, 1558; Borczak 927-8, 933, 935; Brunelle 927, 933; Callaghan 1559; Carruthers 928-9, 933; Drea 929-32, 1558-9; Duksza 791; E. J. Etchen 844; Lawlor 1558-9; Martel 842, 895, 927-8, 931; Shulman 1544; Singer 1545-6; R. S. Smith 932-3, 935; J. P. Spence 926-8, 935; Stokes 933-4.

Women/girls

E. K. Armstrong 1148; Bales 1522;
Borczak 901; Bounsall 1136, 1148-51;
Drea 1558; Handleman 1037; R. Johnston
1148-51; Kerr 514; Laughren 454-5;
Lewis 899; Martel 842, 895-9; McKenzie
1037; McKnight 909; B. Newman 513-4;
Roy 1522; J. P. Spence 909.

Woods report

Haggerty 1046-7.

Workers

Bounsall 1052-3; Guindon 1057;
R. Johnston 1057; B. Newman 1067.

Workers, automobile

Bounsall 1057; Haggerty 1074;
R. Johnston 1058.

Workers, casual/temporary

Deans 1640-1.

Workers, displaced

Bentley 1704; B. Newman 1703-5, 1724.

Workers, electrical

Deacon 1130.

Workers, farm

Bounsall 1054-6; Guindon 1055-6, 1070-2;
Haggerty 1072; B. Newman 1072; J. P.
Spence 1071.

Workers, handicapped/disabled

Amos 937; Drea 789-90.

Workers, hospital/health

Bounsall 1092-3; Guindon 1093.

Workers, mine

Burr 215; Martel 80.

Workers, municipal/regional

Bounsall 1093.

Workers, railway

Shulman 1659.

Workers, retired

Bentley 1704-5, 1723; Drea 1723-4;
B. Newman 1703-4; R. F. Nixon 1708.

Workers, seasonal/transient

Guindon 1071-2, 1081-2; B. Newman
1071-2; J. P. Spence 1071.

Workers, skilled

Carruthers 1122; Davy 635; Deacon 1130;
Haggerty 1119; Kerr 634, 636;
B. Newman 634-5.

Workers, unorganized/underpaid

Bounsall 1091-2.

Workers, women

Martel 898.

Working conditions

Drea 613; Martel 1116.

Workmen's compensation

Borczak 934; Martel 931-2, 934; McNie
935.

Workmen's Compensation Board

Amos 937; Borczak 934; Bounsall 1051;
Brunelle 934-5, 937; Carruthers 934;
Deans 1648; Drea 789-90, 821-2; Good 8;
Guindon 1055, 1081; Haggerty 801, 1073-4;
Laughren 797; MacBeth 1482; D. C.
MacDonald 787, 795; Martel 815, 818-9,
931-2, 934, 938-9; McIlveen 788; McNair
1082; McNie 786; Root 798; Stokes 937.

Workshops, sheltered

Amos 939; Brunelle 938; Martel 938;
R. S. Smith 756-7.

Wright commission/report

Bounsall 552; Bullbrook 386, 543, 713-4;
Cassidy 550, 597; Deacon 584; Foulds
422, 471-2, 475, 480-1; Gordon 512, 561,
584; Kerr 393-6, 455, 458, 475, 480-1, 489-
90, 493, 508-10, 535-6, 549-50, 552, 567,
570, 584, 596-8, 660, 665-6, 670, 690, 713,
731, 742-4; Laughren 388-93, 744, 747;
Lawlor 666, 669-700, 1449; Parrott 510;
Roy 662-6; R. S. Smith 489.

Youth

Brunelle 785, 1035, 1039; B. Newman
1039; Secord 1035-6; Stokes 1034.

Zoning/rezoning

Auld 163, 165, 175, 276-7; Bales 1583-4;
Carton 1260-1, 1320; Drea 164, 276-7;
Kennedy 1260; Lawlor 173, 1587; Singer
1583.

By Speakers

Adcock, H. W. (Ass't. Dep. Min., Transportation and Communications)

- Accidents, motor vehicle 1215.
- Construction/costs 1299-1300.
- Construction, highways/roads 1299-1300.
- Employment, seasonal 1429.
- Highway/road maintenance 1211, 1214-6, 1218, 1333.
- Highways/roads, northern 1211, 1299.
- Railway crossings 1275.
- Research, highways/roads 1299-1300.
- Road salt 1215-6.
- Safety, highway 1211, 1218.
- Sand/gravel 1214-6.
- Speed limits 1275.
- Truckers/trucking industry 1333.

Aiken, H. J. (Dir. Veh. Br., Transportation and Communications)

- Bus passenger service 1414.
- Buses, school 1413-4.
- Diplomas/certificates 1410, 1413.
- Fatalities/deaths 1411.
- Inspectors/inspection, motor vehicles 1410-4, 1424-5.
- Licences, motor vehicle 1409.
- Licences, PCV 1417, 1425, 1428.
- Motor vehicle industry 1410.
- Motor vehicle repairs 1425.
- Police, provincial 1429.
- Polk Company, R. L. 1409-10.
- Privacy, invasion of 1409-10.
- Safety, highway 1428-9.
- Safety, motor vehicle 1411-4.
- Truckers/trucking industry 1417, 1424-6, 1428.

Amos, J. (Dir. Voc. Rehab., Community and Social Services)

- Counsellors 937.
- Handicapped/disabled persons 937.
- Rehabilitation/rehabilitative services 937.
- Social/family services 937-9.
- Workers, handicapped/disabled 937.
- Workmen's Compensation Board 937.
- Workshops, sheltered 939.

Anderson, W. A. B. (Chmn., Civil Service Commission)

- Arbitration/arbitration boards 1643-4.
- Civil servants 1637.
- Civil Service Commission 1637, 1645-7.
- Collective bargaining 1643-4.
- Committee on government productivity 1637.
- Government organization/reorganization 1637, 1646.
- Management personnel 1643-4.
- Wages/salaries 1637, 1643.

Applebaum, L. (Council for the Arts)

- Arts Council, Ontario 739.
- Arts/theatre 739.

Armstrong, E. K. (Employment Standards, Labour)

Discrimination 1148.

Hours of work 1120.

University faculties/faculty members 1148.

Wages/salaries 1148.

Women/girls 1148.

Armstrong, M. D. (Research Div., Transportation and Communications)

Bridges/overpasses 1200-1.

Construction, highways/roads 1200.

Highway/road surfacing 1198.

Motor vehicles 1180.

Noise barriers 1179-82, 1185.

Pollution, noise 1180, 1185.

Research, highways/roads 1198, 1200.

Research, noise 1179-82, 1185.

Safety, highway 1188.

Tires 1188, 1192, 1200.

Auld, Hon. James A. C. (P.C., Leeds)

Advertising/publicity 323, 329.

Aircraft 202.

Airport, Pickering 21-3, 25-7, 202.

Appeals from court decisions 159, 225.

Appeals to statutory tribunals 228-9, 233-4.

Atomic Energy Control Board 138, 146.

Atomic Energy of Canada 29.

Automobiles, abandoned 304-6, 322-4.

Boats/boating 40-2.

Bottles, returnable/non-returnable 283-5, 293-4.

Canadian Gypsum Co. 45, 158-62.

Cancer/cancer patients 216-7.

Central Mortgage and Housing Corp. 35, 47.

Chemicals 64-5, 136, 153, 370-1.

Citizen groups 17, 164.

Civil servants, environmental 278.

Coal/lignite 237.

Committee procedures 249-52, 377.

Compensation, pollution victims 110, 157, 237, 274.

Conferences, pollution 351-2, 355.

Conservation authorities 17, 20, 22.

Consolidated revenue fund 48.

Consumer protection/bureaus 179.

Convictions, summary 258.

Cottagers/cottages 118-20.

Crown attorneys 17, 46-7.

Death rate, adult 90.

Detergents 64-5.

Disposable products 353.

Drainage 62.

Dredging 75, 101-2, 137.

Ecologists/ecology 21.

Environmental control 163, 237.

Environmental council 12.

Environmental hearing board 234, 237.

Estimates, re the 249-52.

Federal-provincial agreements 29, 34-5.

Federal-provincial co-operation 31.

Fertilizers 288-9, 335.

Fines/penalties 42-7, 125, 261, 274, 355.

Fish/fish management 83, 152.

Fishing, commercial 140.

Fishing/hunting camp operators 110.

Fluorides/fluoridation 236.

Gasoline 213.

Government organization/reorganization 25.

Grants, municipal 47-50.

Hazardous products 64-5.

Health/safety hazards 197, 210-4, 307-8.

Health units 58, 119, 135.

Hospitals/hospital services 146.

Hydro Electric Power Commission 5, 29-30, 48, 219.

Hydro/nuclear generating stations 28.

Hydro, rural 29, 114.

Incentives, pollution abatement 27-8.

Incinerators 165, 175, 274, 300-2, 315, 317, 320.

Industries, relocation of 240-1.

Industries, shutdown 135.

Information services, government 17-21, 159, 330.

Inspectors/inspection, pollution 222-3, 227-8, 271-2, 275, 278.

International Joint Commission 31, 33, 52, 77, 99-100, 109-11, 113, 137, 242, 369-70.

Interprovincial affairs 100.

Laboratories/laboratory services 364-7.

Land subdivision 117-8.

Landfill 283, 285-7, 289, 317-21, 330-1, 334-5, 340-1, 353-4.

Lawyers 16, 261-3, 269, 272.

Lawyers' fees/salaries 17, 44-5.

Licences, motor vehicle 305.

Littering/cleanup 137, 285, 323, 329-30.

Meat packers 247-9.

Mines/mining 216.

Motor vehicle exhaust emissions 177-9, 212-4, 372-3.
 Motor vehicle industry 177-8.
 Municipal Board, Ontario 72, 80, 117.
 Oil spillage/leakage 136-7, 355, 367, 369-70.
 Packaging 294-5, 323, 329, 347-8, 352.
 Pest control/services 356-8.
 Pesticides/herbicides 356-8, 363-4.
 Phosphates 71, 139-40, 371.
 Phosphorus 114.
 Pilkington Glass Ltd. 254-5, 257-8.
 Pipelines, oil/gas 355.
 Pipelines, waste 51.
 Pipelines, water 59, 90, 374-5.
 Planning boards/committees 276-7.
 Plastic containers 293.
 Pollution abatement equipment 27-8, 158, 161-2, 177, 182-7, 255, 279.
 Pollution, air 158-65, 175-93, 202-3, 224, 234, 238, 240-9, 254-5, 257-8, 270-7, 365, 367, 373.
 Pollution control 224.
 Pollution, farm 155.
 Pollution, Great Lakes system 39-40, 99-100, 102, 114, 137-40.
 Pollution index/monitoring 20, 181, 187, 189-92, 197-8, 203, 225, 234-5, 243-4, 250, 286, 332, 365, 367.
 Pollution, industrial 19-20, 42-7, 158-65, 200-1, 235, 270-4, 277.
 Pollution, metal/chemical 75-8, 83, 209-13.
 Pollution, noise 13-7, 200.
 Pollution Probe 162, 347.
 Pollution, thermal 57.
 Pollution, water 39-42, 71-7, 99-101, 103, 105-7, 135-48, 151-2, 157, 273, 286.
 Pulp and paper 143-4, 273.
 Quorum 377.
 Radio/television 19.
 Railways 314.
 Recreation 98.
 Regional government 287.
 Research Foundation, Ontario 211-3.
 Research, pollution/pollution control 177-9, 218, 280-1, 373.
 Research, waste disposal 322-3, 334, 337, 340.

Research, water 77, 367-74.
 Reservoirs, water 59, 63, 90.
 Road salt 145-8.
 School boards 18.
 Septic/holding tanks 39-40, 113-4, 117, 147, 367-9.
 Sewage disposal 66, 71-4, 80, 100, 113-4, 118-20, 141.
 Sewage treatment 23, 41, 47, 57, 59, 62, 71-2, 80-2, 97, 101, 105, 111-3, 117-20, 122, 141-2, 145-6, 367-8.
 Sewerage 21-2, 35, 41, 49-50, 73-4, 115-6, 145.
 Shared-cost programmes 29.
 Shipping 39-40.
 Smokestacks/chimneys 180-7.
 Snow removal/disposal 145-7.
 Steam 218-22.
 Subsidies, municipal 74, 80-1, 85.
 Sulphur dioxide 181, 188.
 Surveys, water 144.
 Task force, packaging 329, 347, 349.
 Tobacco 209.
 Truckers/trucking industry 15.
 Union Carbide Ltd. 240-2, 254.
 Utility rates 29.
 Wages/salaries 5, 30, 229, 234.
 Waste disposal 39-42, 51-3, 165, 234, 251, 279-85, 293, 298-308, 311-24, 329-42, 345, 347-50, 353.
 Waste, industrial 76-8, 105-7, 122, 125, 142-4, 300.
 Waste, radioactive 56, 138.
 Waste recycling 62, 78, 279-85, 311-3, 316, 320, 335, 337-40, 347, 353-4.
 Water diversion/export 32-3, 63.
 Water levels 63.
 Water Resources Commission 21-3, 31, 76, 88, 99, 145.
 Water testing 58, 77, 107, 128, 341, 365-7.
 Water/water services, 21-2, 31, 35, 48-50, 58, 71, 80, 82-4, 90-1, 98-9, 107-8, 286, 374-5.
 Witnesses 272, 278.
 Zoning/rezoning 163, 165, 175, 276-7.

Bales, Hon. Dalton A. (P.C., York Mills)

Appeals from statutory tribunals 1583, 1585.
 Auditor, provincial 1505.
 Bankruptcies 1463, 1535.
 Benchers, law society 1459.
 Bilingual/bicultural 1522-3.
 Commissions, royal, re 1460.
 Community services 1478-9.
 Compensation, crime victims 1463-7, 1535-6.
 Compensation for the innocent 1520-1.
 Conciliation/mediation 1594-5.
 Conferences, law uniformity 1534-5.
 Conflict of interest 1451-2.

Consolidated revenue fund 1450.
 Contracts, sales 1509.
 Coroners 1568.
 Court clerks 1567-8.
 Court reporters 1455-6, 1547.
 Courthouses/court facilities 1543-4, 1551-2, 1554.
 Courts 1504.
 Courts, appeal 1575.
 Courts, division/small claims 1560, 1567-8.
 Courts, juvenile/family 1544-5, 1558, 1566.
 Courts, provincial/county/district 1455, 1539, 1547, 1551, 1573.

Courts, supreme/high 1561, 1575-6.
Crime victims 1463-7.
Criminal code 1535.
Criminology centre 1444.
Crown attorneys 1454-6, 1510-20, 1522.

Data processing/computers 1508-9, 1545-6.
Debtors/debts 1497.
Deeds/land titles 1574-5, 1579-81.
Detention centres, adult 1554.
Disclosure, public/financial 1513-5, 1518-9.
Divorces 1487, 1493, 1495.
Dow Chemical Company 1528.

Estimates, re the 1435-6.
Evidence 1586.
Expropriation 1591-5.

Federal-provincial co-operation 1578-9.
Fines/penalties 1508.
French language/culture 1522-3.

Government organization/reorganization
1435.
Guardian, official 1493, 1572.

Hansard 1548.
Housing, condominium 1574.

Inquests 1568.
Inspectors/inspection, legal offices 1450.

Judges 1519, 1526.
Judges, juvenile/family court 1566-7, 1569.
Judges, provincial/county/district 1539,
1550, 1554-5, 1557, 1569-70, 1590-1.
Judges, supreme/high court 1546, 1550,
1561.
Judicial Council, Ontario 1527.
Jury, grand 1555.
Justice, administration of 1435-6, 1454,
1504-5, 1566, 1593.
Justices of the peace 1543.

Land Compensation Board 1591-4.
Land registrars/registration 1579-81.
Land, serviced 1575.
Land subdivision 1575, 1581.
Land use/planning 1583.
Landlord/tenant 1573, 1576-7.

Law reform/commission 1436, 1458, 1561,
1573-4, 1578-9.
Law schools/students 1478, 1532, 1540-1.
Law Society of Upper Canada 1451-3,
1459, 1478-9, 1484, 1495, 1498.
Lawyers 1451-3, 1456-7, 1460-2, 1477-9,
1481, 1489-90, 1512-5, 1521-2, 1529, 1532,
1542.
Lawyers' fees/salaries 1460-1, 1477, 1484,
1494-5, 1498-9.
Lawyers, Ontario government 1461-3, 1530.
Legal aid/clinics 1464-5, 1477-9, 1481, 1489-
95, 1497-9, 1541-2.
Legislative procedures 1532.

Marriages 1543.
McRuer commission/report 1586.
Motor vehicles, Ontario government 1506.
Municipal Board, Ontario 1583-6, 1588,
1591.
Municipal councils 1590.

Osgoode Hall 1552.

Plea bargaining/discussions 1454-7, 1515-6.
Police commissions, municipal/regional
1557.
Printers/printing 1505.
Public prosecutor 1510.
Public trustee 1571-2.

Queen's counsel 1519.

Review boards/courts, assessment 1589-90.

Sentencing 1570.
Statutes of limitation 1581.
Statutes/regulations, Ontario 1531-3.
Sunday observance 1458.

Tapes/cassettes 1547-8.
Transit, public/rapid 1584.

Wages/salaries 1511-2, 1519, 1567-8.
Whitrock Land Development 1574-5.
Wills 1534.
Witnesses 1540.
Wives, deserted 1545-6, 1558.
Women/girls 1522.

Zoning/rezoning 1583-4.

Barr, J. R. (Sanitary Engineering, Environment)

Chemicals 148.
Federal-provincial agreements 74, 115.
International Joint Commission 114.
Phosphorus 104, 115.
Pollution, air 82.
Pollution, Great Lakes system 74, 114.
Pollution, industrial 82.
Pollution, metal/chemical 82.
Pollution, water 104, 111, 124-5.

Sewage disposal 73, 104, 111, 124-5, 127,
135.
Sewage treatment 73, 82, 104, 111, 114,
124-5, 127, 135.
Sewerage 73-4, 111, 127.
Snow removal/disposal 148.

Waste, industrial 104, 124-5.
Water Resources Commission 151.
Water testing 82.
Water/water services 82, 151.

Bayly, G. H. U. (Secretary, Management Board)

Cabinet boards 1621, 1623.
Civil servants, senior 1621.
Committee on government productivity
1621.

Government organization/reorganization
1621.
Management personnel 1621.
Task force, Hydro 1609.

Beckett, R. B. (P.C., Brantford)

Aged, homes for 963.
Automobiles, abandoned 1028.

Civil servants, environmental 277-8.
Collective bargaining 1108-9.
Committee procedures 378.

Day-care centres 1006.

Gas, natural 1763.
Gas utility companies 1763.
Grants, education/academic 403.

Handicapped, facilities for 963.

Indian affairs 1027-8.
Indian councils 1027.
Indian education/students 1028.
Indian hospitals/hospital services 1028.
Indian people 1027-8.

Indian reservations/bands 1027-8.
Inspectors/inspection, pollution 277-8.

Loans/grants to students 661.
Low-income groups 1006.

Parks, national 1028.
Pipelines, water 61.
Pollution, industrial 278.

Quorum 378.

Reservoirs, water 61.

Strikes/lockouts 1108-9.

Water Resources Commission 61.
Water/water services 61.

Bentley, J. W. (Supt. of Pensions, Consumer and Commercial Relations)

Industries, shutdown 1704.
Pensions commission 1703-5.
Pensions/pension plans 1703-5, 1708-9,
1723-4.
Pensions, portable 1709.

Workers, displaced 1704.
Workers, retired 1704-5, 1723.

Bethune, D. S. (Student Awards, Colleges and Universities)

Colleges of applied arts and technology 679.
Colleges/schools of nursing 702.
Cost of living 690-2.

Income 690-2, 696.

Loans/grants to students 649-52, 655-6,
658-9, 678, 690-1.

Nursing students 702.

Student awards programme 649-52, 655-6,
658-9, 678-9, 690-1, 702.
Students/graduates, post-secondary 678.

Universities/colleges 649-52, 655-6, 658-9.

Bidell, W. (Exec. Dir. Planning, Transportation and Communications)

Committee on transportation, technical
1278-9, 1281, 1349.
Conservation areas 1279.
Construction, highways/roads 1277.
Contracts, highway 1277.

Expressways/freeways 1264, 1277.

Handicapped/disabled persons 1350.

Land acquisition/assembly 1278.

Metro Centre plan 1344, 1349.

Pedestrians 1318-9.
Planning boards/committees 1344, 1349.

Subways 1344, 1349.

Transit, public/rapid 1344, 1349.
Transportation planning/studies 1264-5,
1278-9, 1281, 1318-9, 1344, 1349.
Tunnels 1318-9.

Biggs, E. M. (Deputy Minister, Environment)

- Farming, swine 155.
- Grants, agriculture 155.
- Grants, pollution abatement 28.
- Incentives, pollution abatement 28.
- Laboratories/laboratory services 366.
- Landfill 341.
- Littering/cleanup 324.
- Medical officers of health 98.
- Milk/milk products 211.
- Packaging 347.
- Pesticides/herbicides 357-8.
- Pollution, farm 155.
- Pollution, land/soil 149.
- Pollution, metal/chemical 78.
- Pollution, water 155.
- Research, pollution/pollution control 376.
- Research, waste disposal 345.
- Research, water 370-1.
- Road salt 148.
- Snow removal/disposal 148-9.
- Task force, packaging 347.
- Waste, industrial 78.
- Waste recycling 340, 345, 347.
- Water/water services 98, 152.

Borczak, M. (Deputy Minister, Community and Social Services)

- Advisory groups 831.
- Aged, homes for 951-2.
- Appeals to statutory tribunals 827.
- Assistance Plan, Canada 868, 922.
- Child care/welfare 917, 976-9, 983-94, 1000-1, 1008-9.
- Children, abused 917.
- Children, adopted/foster 976-8.
- Children's aid societies 917, 976-9, 983-4.
- Citizen groups 970.
- Citizenship 1012.
- Colleges of applied arts and technology 854-5.
- Committee on poverty, senate 901.
- Community centres 1012.
- Cost of living 868-9.
- Cost-sharing programmes 922.
- Counselling services 925.
- Credit 925.
- Day-care centres 1000-1, 1008-9.
- Doctors 886.
- Drug costs 952.
- Drugs, medical 913, 952.
- Family/welfare benefits 827, 831, 868-9, 883, 900-3, 906-8, 917, 927-8, 934-5.
- Federal-provincial co-operation 922.
- Foster parents/homes 976.
- Grants, children's aid societies 976-9, 983-4.
- Grants, day-care centres 1008-9.
- Guardians, legal 971.
- Handicapped/disabled persons 883, 886.
- Homes for special care 922.
- Hospitals, psychiatric/mental 922.
- Income supplement 868.
- Indian affairs 1024.
- Indian employment/unemployment 1024.
- Interprovincial affairs 933.
- Low-income groups 868, 1025.
- Marriages, common-law 927, 929.
- Mothers, unmarried 979.
- Mothers, working 900-2, 1024.
- Nursing care/services 951-2.
- Nursing homes 922, 951.
- Pension Plan, Canada 920.
- Pensions, old-age 868-9.
- Publications, government 886.
- Recreation 1012.
- Retarded persons 970-1.
- Review board, medical 886.
- Review boards, family benefits 827.
- Shelter/fuel allowances 906-8.
- Social/family services 827, 831, 854-5, 868-9, 883, 886, 900-3, 907, 917, 920, 922, 927-9, 934-5, 951-2, 970-1, 976-9.
- Social planning councils, municipal 869.
- Social workers 854-5.
- Tax, income 901.
- Tax, property 960-7.
- Tax relief, residential 906-7.
- Training centres/schools, correctional 922.
- Unemployables 883.
- University courses/degrees 854-5.
- Wage, minimum 868.
- Welfare administrators/offices 831.
- Welfare recipients 827, 831, 883, 900-2, 906-8.
- Wives, deserted 927-8, 933, 935.
- Women/girls 901.
- Workmen's compensation 934.
- Workmen's Compensation Board 934.

Bounsall, E. J. (N.D.P., Windsor West)

Advertising/publicity 430, 1138.
Age/age of majority 697, 701.
Aptitude tests 499-501.
Arbitration/arbitration boards 1092, 1096,
1111-2.
Assessment, universities/CAAT 566.

Bankruptcies 1131-2.
Basic Income Unit/formula financing 448-
51, 526, 571, 578.
Becker Milk Co. 1092-3.
Betting, offtrack 1784-5.
Bursaries/scholarships 528.

Capital Aid Corp. 501, 528.
Civil service 1096-7.
Co-education 532.
Collective bargaining 469, 1054, 1068-9,
1084, 1091-2, 1094-7.
Colleges of agriculture 516.
Colleges of applied arts and technology
448-9, 469, 484, 488, 499-502, 516, 697-8.
Colleges, church-related 571-3, 578.
Colleges/schools of nursing 700, 702.
Community programmes 1115.
Conciliation/mediation 1054, 1084, 1096-7.
Construction, educational facilities 579-81.
Construction, highways/roads 1310.
Construction industry 1079.
Consultants/consulting services 537.
Contracts, union 1054, 1057-8, 1084, 1111.
Cummings report 699.

Data processing/computers 699.
Dentcare 581.
Dentists' training 581-2.
Development Corporation, Ontario 1053.
Disclosure, public/financial 1052.
Discrimination 697, 1113-6, 1148, 1151.
Doctor/dentist shortage 581.
Drivers, taxi 1091-3.
Dropouts 573.

Education, bilingual/French 550-1.
Education costs/fees 517, 527-8, 546, 697,
700.
Employment, summer/student 697, 1138,
1146-7.
Exports 1101.

Family/welfare benefits 902, 905-8, 1054.
Financing education 448, 450-1, 525-8, 532,
571-2, 578, 696.
Fringe benefits 1091, 1131.

Grants, education/academic 501.
Grants, research 413, 415-6, 569.
Grants, university 480, 532, 570, 579-80.
Grants-in-aid 413, 415, 417.
Grants-in-lieu 566.

Health/safety hazards 1082.
Highways 1310.
Horseracing/racetracks 1783-5.
Hours of work 1053-4, 1057-8, 1070, 1119,
1121, 1124-5.

Housing, rental 1114.
Human rights 1113-6.
Human rights code/commission 1112-6,
1144-5, 1150-1.

Immigrants 551, 698, 1101.
Income 696.
Industries, foreign control/takeover 1052-3.
Industries, relocation of 1052-3.
Industries, shutdown 1052-3, 1056-7, 1070,
1132-3, 1136.
Inspectors/inspection, safety 1079-80.

Janitorial services 1092.

Labour 1051-4, 1056-8.
Labour Relations Board 1094-6.
Labour Safety Council 1072-3.
Labour-management relations 1091-5.
Libraries/librarians 1069.
Loans/grants to students 698.
Low-income groups 527, 1054.

Medical schools/courses 570, 581-2.
Mining companies 1123.

Noise levels 1082.
Notice, employment termination 1052.
Nursing students 700, 702.

Pensions 1132.
Polls, public opinion 1054.
Pollution, industrial 53.
Pollution, water 53.
Printers/printing 420.
Publications, government 1069, 1150.

Rand report 1094-5.
Research 414.
Research, academic 415, 501, 569.
Research, labour 1068-70, 1073.
Retraining 1052-3.

Safety, construction 1079.
Safety, highway 1310.
Safety, industrial 1073, 1079, 1082.
Security guards 1085, 1091.
Sewage disposal 67.
Sewerage 67.
Shelter/fuel allowances 907-8.
Social/family services 905-8, 910.
Strikebreakers/strikebreaking 1084-6, 1101.
Strikes/lockouts 1051, 1054, 1084-5, 1101,
1111.
Student awards programme 696-701.
Students 1138, 1146-8.
Students, aid to 527-8, 546.
Students, foreign 516-7, 570, 698-9.
Students/graduates, post-secondary 484,
499-501.

Tax exemptions 566.
Tax, property 905-8.
Tax, racetracks 1783.
Tax relief, residential 905-8.
Teacher-student ratio 488.
Teachers, post-secondary 469, 488-9.

Teachers, secondary school 526.
 Tree removal/replacement 1310, 1312.
 Truckers/trucking industry 1092.
 Unemployment insurance/commission 698.
 Unemployment/layoffs 1052-3, 1132.
 Union certification 1091, 1095-6.
 Union dues/fees 1141, 1143.
 Unions 1069, 1091-2.
 Universities/colleges 413-7, 448-51, 480,
 525-32, 537, 546, 551, 566, 569-75, 600-1.
 University costs 525.
 University faculties/faculty members 537,
 571, 600-1, 1148-9.
 University students/graduates 525-31, 546,
 570, 572, 579, 697-701.

Vacations/holidays with pay 1091-2.
 Wage, minimum 1054-6, 1069-70, 1091-2,
 1101, 1138, 1146.
 Wages/salaries 1054, 1092, 1096, 1111-2,
 1131, 1149.
 Waste, industrial 53.
 Welfare recipients 905-8.
 Women/girls 1136, 1148-51.
 Workers 1052-3.
 Workers, automobile 1057.
 Workers, farm 1054-6.
 Workers, hospital/health 1092-3.
 Workers, municipal/regional 1093.
 Workers, unorganized/underpaid 1091-2.
 Workmen's Compensation Board 1051.
 Wright commission/report 552.

Bowers, P. G. (Gen. Mgr., O.E.C.A.)

Educational Communications Authority 726. Television, educational 726.

Braithwaite, Leonard A. (L., Etobicoke)

Accidents, motor vehicle 1361-3.
 Airport, Pickering 25.
 Construction, highways/roads 1353-7.
 Environmental control 25.
 Expropriation 1357.
 Insurance companies 1362.
 Landfill 340-2.
 Lawyers 269, 1353.

Motor vehicles, Ontario government 1361-3.
 Noise barriers 1177-86.
 Pollution, industrial 20.
 Pollution, noise 15, 1178.
 Pollution, water 341.
 Research, noise 1178-86.
 Waste disposal 340-2.
 Water testing 341.
 Water/water services 1354-7.

Bray, H. S. (Vice-Chmn., Ontario Securities Commission)

Bankruptcies 1699-1700.
 Bonding 1699.
 Brokers/dealers 1680-1, 1686-8, 1691-2,
 1699-1700.
 Corporations 1693.
 Crime, organized 1702.
 Disclosure, public/financial 1681.
 Hearings of tribunals 1686-7, 1689, 1693.
 Insider trading 1691-2, 1695-7.
 Investments 1693.

Mutual funds 1693.
 News media/periodicals 1687.
 Police Commission, Ontario 1703.
 Prospectuses/brochures 1692.
 Securities commissions 1680-1, 1686-8,
 1691-3, 1696-1700.
 Shareholders/annual meetings 1695-8.
 Stock exchanges 1680-1, 1699-1701.
 Stocks/bonds 1680-1, 1688-9, 1691-3, 1696.
 Takeover bids 1695.
 Trust/loan companies 1689, 1693.

Brunelle, Hon. Rene (P.C., Cochrane North)

Aged, homes for 940-2, 944, 950, 955-6,
 959-61, 965.
 Aged/senior citizens 780-1, 940-2, 944,
 950, 955-6, 959-61, 965.
 Airports/airstrips 1022, 1030.
 Appeals from statutory tribunals 818.
 Appeals to statutory tribunals 815, 817-20.
 Architects/architecture 987.
 Assistance Plan, Canada 921, 959.
 Athletics commissioner/commission 1035.

Bilingual/bicultural 862.
 Child care/welfare 840, 969, 983-94, 999-
 1001, 1004, 1008.
 Children, adopted/foster 969, 974-5, 980.
 Children, disturbed 972, 987.
 Children, handicapped 993-4.
 Children, retarded 910, 970, 989-90, 992,
 1000-1.

- Children's aid societies 801, 840, 969, 974-5, 983-6.
- Citizen groups 850-1.
- Citizenship 1010-1, 1013.
- Colleges of applied arts and technology 852-3, 860.
- Committee on government productivity 783.
- Communications/communication services 1022.
- Community centres 1013.
- Community services 790, 794, 796, 806.
- Cost of living 865, 868, 870, 873, 875, 887, 891.
- Cost-sharing programmes 836-8, 921.
- Counselling services 832-3, 840, 904, 923-6, 936-7.
- Credit 843, 924-5.
- Day-care centres 840, 899, 910-1, 950, 990, 999-1001, 1003-4, 1008, 1023.
- Denturists/dentures 844.
- Drug abuse, students/juveniles 991.
- Drugs, medical 912-3.
- Family/welfare benefits 779-801, 803-4, 813, 817, 827, 830, 835-6, 850, 864-7, 871-5, 882-3, 887, 890-3, 898-900, 904, 919, 935.
- Federal-provincial affairs 780, 802.
- Federal-provincial agreements 814.
- Federal-provincial co-operation 921.
- Fire marshal 987-8.
- Fishing/hunting camp operators 1025, 1031.
- Government organization/reorganization 783.
- Grants 988.
- Grants, children's aid societies 983-4.
- Grants, children's institutions 992.
- Grants, citizen groups 965, 967.
- Guardians, legal 971.
- Halfway houses/drop-in centres 958-9, 991.
- Handicapped/disabled persons 781, 882, 898, 904.
- Handicapped, facilities for 963.
- Homes for special care 910.
- Housing Corporation, Ontario 965-7.
- Housing costs 893.
- Housing, public 849-50.
- Hunting/trapping 1031.
- Income, guaranteed 781, 794, 803, 850.
- Income supplement 779-82, 802-3, 850.
- Indian affairs 1019-28, 1030-2.
- Indian arts/crafts 1027, 1031.
- Indian education/students 1022, 1031.
- Indian employment/unemployment 1024-5.
- Indian health 1021-2, 1030-1.
- Indian hospitals/hospital services 1021-2.
- Indian housing 1020.
- Indian languages 1030.
- Indian people 1019-25, 1028, 1030-2.
- Indian reservations/bands 1000, 1030.
- Indian schools 1022-4.
- Industries, secondary 851.
- Information services, community 954-5.
- Legal aid/clinics 968-9.
- Leisure, use of 844.
- Logging/lumbering 1031.
- Low-income groups 780-1, 840, 849-51, 865, 888, 898, 900, 906, 908, 1004.
- Mayors and reeves/association 838, 969.
- McRuer commission/report 853.
- Mental health centres/clinics 785.
- Mothers, unmarried 976.
- Mothers, working 898-9, 903.
- News media/periodicals 973.
- Nursing care/services 940-2, 960-1.
- Pension Plan, Canada 919.
- Pensions, old-age 779-80.
- Poverty 781.
- Project 500 949-50.
- Provincial-municipal co-operation 836-8, 867.
- Publications, government 862.
- Radio/television 1030.
- Recreation 1035.
- Regional planning 782.
- Rehabilitation/rehabilitative services 904, 936-7.
- Research, economic/social 781-2, 785, 790, 794, 796, 840-3, 850-1.
- Retarded, associations for 1000.
- Retarded, homes for 988-9.
- Retarded persons 785, 910, 971, 988-9.
- Review boards, family benefits 815, 817-20, 825-7, 829-30.
- Senior citizens' clubs/centres 955, 965-7.
- Shelter/fuel allowances 849-50, 891-3.
- Social/family services 751, 779-83, 785, 790, 793-7, 802-4, 806, 811-5, 817-20, 827, 829-31, 833-41, 843-4, 849-54, 860-2, 865-8, 871, 873, 875, 881-3, 885-8, 890-3, 898-900, 904-6, 909-14, 918-9, 921, 923-5, 927, 933-4, 936-44, 949-51, 954-61, 963, 965-72, 974-6, 979-80.
- Social workers 836, 852-4, 860, 923, 985-6.
- Soldiers' aid commission 830.
- Swadron report 782, 796, 817, 827, 898, 904, 971, 1025.
- Tax, income 781.
- Tax, property 906.
- Tax relief, residential 906.
- Tourist industry 1025, 1031.
- Transportation 913-4.
- Unemployables 781, 836, 882-3.
- Unemployment insurance/commission 812-4.
- Universities/colleges 852-3.
- University courses/degrees 853.
- Vocational/trades training 1023.
- Wage, minimum 898.
- Wages/salaries 985-6.
- Welfare administrators/offices 782, 797, 830-1, 834-5, 837-8.
- Welfare, municipal 801, 813, 836-8, 866-7, 905.
- Welfare programmes 1020.
- Welfare recipients 779, 815, 817-20, 827, 850, 904.

Welfare supplements 866-7.
Williston report 785, 796, 909-10, 957, 989.
Winter/seasonal works 949.
Wives, deserted 927, 933.

Workmen's Compensation Board 934-5, 937.
Workshops, sheltered 938.

Youth 785, 1035, 1039.

Bullbrook, James E. (L., Sarnia)

Advertising/publicity 420.
Affidavits 716-20, 723-6.
Air carriers, regional 1396-7.
Air services/aviation 1396-7.
Arbitration/arbitration boards 1098, 1104, 1112.
Autonomy, academic 386.
Basic Income Unit/formula financing 438, 443-4, 448, 542-5, 715.
Bridges/overpasses 1282.
Bursaries/scholarships 542-5.
Civil servants 715.
Civil servants, senior 717-8.
Collective bargaining 468, 1098, 1103-4.
Colleges of applied arts and technology 385-6, 399, 412, 443-7, 452, 468.
Commission on post-secondary education 427.
Committee on government productivity 894.
Committee procedures 445.
Committee on public accounts, standing 712-9.
Construction, highways/roads 1282-4.
Construction industry 1103-4.
Contracts, government 716-7, 725, 727.
Contracts, union 1104.
Crown corporations/agencies 534.
Curriculum 387, 422.
Drainage 1283.
Drivers, drinking/impaired 1414-6.
Education costs/fees 387, 439, 542-5.
Education, post-secondary 387, 393, 714-5.
Educational Communications Authority 712-9, 725-7.
Employment, summer/student 387, 394-5.
Expense accounts 387.
Family/welfare benefits 889.
Financing education 443-7.
Grants, education/academic 399-400, 403-4, 417.
Grants, post-secondary 894.
Grants, research 414.

Handicapped/disabled persons 889.
Highways 1282-4.

Institute for Studies in Education 386.

Laboratories/laboratory services 534.
Lawyers 717-20.
Lawyers' fees/services 719, 723.
Licences, drivers' 1414-6.
Loans/grants to students 650, 652, 659.

Pickets/picketing 1104.
Police commissions, municipal/regional 1098.
Printers/printing 418-9.

Radio-television 712.
Rand report 1103.
Research 534.
Research, medical 534.

Safety, highway 1282, 1414.
Schools, private 427.
Social/family services 889, 894.
Strikebreakers/strikebreaking 1103-4.
Strikes/lockouts 1103-4.
Student awards programme 652.
Students 419.
Students/graduates, post-secondary 387, 444.

Teachers, post-secondary 468.
Television, educational 385, 712-9, 725-7.
Truckers/trucking industry 1282.

Unemployables 889.
Unions 1098.
Universities/colleges 385-8, 398, 412-4, 417-22, 427-9, 436-9, 443-5, 453, 534, 542-5, 652.
University costs 387, 394-5, 398, 542.
University faculties/faculty members 542.
University students/graduates 387, 398, 542-5.

Welfare recipients 889, 894.
Wright commission/report 386, 543, 713-4.

Burr, Fred A. (N.D.P., Sandwich-Riverside)

Bottles, returnable/non-returnable 293-4.
Cancer/cancer patients 215-7.
Chemicals 64, 125.
Committee procedures 3, 377.
Consumer education 11.
Death rate, adult 215.
Decentralization of population 9.

Ecologists/ecology 9-11, 359-61.
Environmental control 9-10.
Environmental council 12.

Farming 360.
Fertilizers 288-9, 345.
Fines/penalties 126, 355.
Fishing, commercial 140.
Fishing, sport 140.

Gas, natural 345.
 Gross national product 10.
 Health foods/vitamins 212.
 Health/safety hazards 3-4, 9, 209-17,
 358-61.
 Hydro Electric Power Commission 11-2.
 Hydro/nuclear generating stations 10.
 Hydro power/lines 11-2, 29-30.
 Incinerators 138, 344-5.
 Industries, service 10.
 Inspectors/inspection, pollution 227-8.
 International Joint Commission 370.
 Landfill 289, 344-5, 354.
 Lawyers 263.
 Lawyers' fees/salaries 17.
 Milk/milk products 211.
 Mines/mining 215-7.
 Motor vehicle exhaust emissions 212, 372-4.
 Natural resources/management 9.
 Packaging 294.
 Pesticides/herbicides 358-61, 363.
 Phosphates 139-40.
 Pipelines, water 61.
 Planning, economic 9.
 Pollution, air 12, 187, 215-7, 273, 345.
 Pollution control 12, 54.
 Pollution, environmental 9-10, 358-61.
 Pollution, Great Lakes system 139-40.
 Pollution index/monitoring 187, 211-2, 215,
 217.
 Pollution, industrial 54, 273.
 Pollution, land/soil 148.
 Pollution, metal/chemical 77-9, 209-17,
 227, 358.

Pollution, noise 204.
 Pollution Probe 215.
 Pollution, water 42, 54, 139-40.
 Population 9.
 Pulp and paper 273.
 Quorum 377.
 Research Foundation, Ontario 215.
 Research, pollution/pollution control
 372-4.
 Road salt 148.
 Septic/holding tanks 369.
 Sewage disposal 67, 288-9.
 Sewage treatment 61, 125.
 Sewerage 138-9.
 Smokestacks/chimneys 187.
 Snow removal/disposal 148, 210.
 Teacher-student ratio 10.
 Technology/personnel 10.
 Tobacco 3-4, 209.
 Trees, dead/diseased 359.
 Universities/colleges 138-9.
 University, McMaster 138.
 University, Toronto 138-9.
 Utility rates 11.

Waste disposal 10, 138, 293, 344-5, 354, 360.
 Waste, industrial 54, 77-9, 125.
 Waste, radioactive 138-9.
 Waste recycling 10, 288-9, 294, 344-5,
 360.
 Water diversion/export 63-4.
 Water levels 34.
 Water Resources Commission 61.
 Water/water services 54, 61-2.
 Workers, mine 215.

Callaghan, F. W. (Deputy Attorney General)

Auditor, provincial 1507.
 Compensation, crime victims 1468, 1534.
 Court reporters 1549.
 Courthouses/court facilities 1553.
 Courts 1509.
 Courts, criminal 1556.
 Courts, provincial/county/district 1548,
 1553.
 Courts, supreme/high 1553.
 Criminal code 1534-5, 1556-7.
 Crown attorneys 1510-5, 1517, 1523, 1556.

Data processing/computers 1509.
 Disclosure, public/financial 1514-5.
 Dow Chemical Company 1528.

Expropriation 1593-4.

Federal-provincial co-operation 1579.

Judges, provincial/county/district 1555-6.
 Judges, supreme/high court 1553.
 Judicial Council, Ontario 1527.

Jury, grand 1555-6.
 Justice, administration of 1510, 1514,
 1555-6.

Land Compensation Board 1592.
 Law reform/commission 1534, 1579.
 Law schools/students 1512, 1531.
 Law Society of Upper Canada 1459-60.
 Lawyers 1512, 1514-5, 1517, 1530.
 Legal aid/clinics 1556.

Osgoode Hall 1553.

Pollution, water 1528.
 Public prosecutor 1510-1.

Statutes/regulations, Ontario 1531.

Tapes/cassettes 1548-9.

Wages/salaries 1512, 1516.
 Wills 1534.
 Witnesses 1556.
 Wives, deserted 1559.

Caplice, D. P. (Industrial Wastes, Environment)

- Atomic Energy Control Board 139.
- Chemicals 123-4, 136.
- Fishing/hunting camp operators 109.
- Hazardous products 76.
- Hydro Electric Power Commission 56.
- Hydro/nuclear generating stations 56-7.
- Industries, shutdown 135-6.
- Mines, abandoned 154.
- Mining companies 91-2.
- Pollution, industrial 53, 136.
- Pollution, metal/chemical 77-9.
- Pollution, thermal 56-7, 96-7.
- Pollution, water 96-7, 103-9, 123-4.
- Pulp and paper 103.
- Research, water 77.
- Sewage disposal 103.
- Sewage treatment 104, 123-5.
- Sewerage 77, 103-4.
- Waste, industrial 53, 76-9, 96-7, 103-9, 123-4, 135-6.
- Waste, radioactive 56-7, 139.
- Waste recycling 54.
- Water Resources Commission 135.
- Water testing 77, 105, 107.
- Water/water services 76.
- Waterways 76, 96-7.

Carruthers, Alex (P.C., Durham)

- Airport, Pickering 60.
- Automobiles, abandoned 306.
- Bankruptcies 1131-2.
- Boats/boating 40.
- Committee procedures 376, 378.
- Community services 792-3.
- Design for Development: Toronto-centred region 60.
- Family/welfare benefits 805-6, 933-4.
- Fines/penalties 45.
- Health units 259.
- Hours of work 1122.
- International Joint Commission 34-5.
- Laboratories/laboratory services 364.
- Legislative procedures 376, 378.
- Marriages, common-law 928-9.
- Oil spillage/leakage 369.
- Pensions 1131-2.
- Pipelines, waste 53.
- Pipelines, water 374.
- Pollution, air 226, 259.
- Pollution index/monitoring 226.
- Pollution, thermal 57.
- Pollution, water 45.
- Quorum 376, 378.
- Research, economic/social 792.
- Research, water 374.
- Sewage treatment 45.
- Sewerage 41.
- Social/family services 792-3, 805-6, 928-9, 933.
- Social workers 792.
- Students/graduates, post-secondary 504.
- Tires 1192.
- Waste disposal 40, 53.
- Waste recycling 53.
- Water diversion/export 34.
- Water/water services 374.
- Wives, deserted 928-9, 933.
- Workers, skilled 1122.
- Workmen's Compensation Board 934.

Carton, Hon. Gordon R. (P.C., Armourdale)

- Accidents, motor vehicle 1187-8, 1190-1.
- Advertising/publicity 1162.
- Advisory groups 1341.
- Aged/senior citizens 1246-8, 1400.
- Air carriers, regional 1365-6, 1392-3.
- Air services/aviation 1392-3.
- Airport, Pickering 1156, 1162.
- Airports/airstrips 1365, 1395-6.
- Breathalyzer/blood test 1403, 1415.
- Bridges/overpasses 1257-8, 1276, 1305.
- Bus passenger service 1202.
- Buses, school 1413, 1426-7.
- Citizen groups 1315, 1345-6.
- Civil servants 1172.
- Committee on transportation, technical 1161, 1278, 1280, 1313-5, 1337-8, 1341-3, 1345-9.
- Committees, select, re 1349.
- Communications/communication services 1155-6, 1196-8.
- Computers/commuter services 1166, 1371, 1374-5, 1378, 1387, 1389, 1391.
- Construction/costs 1203, 1312.
- Construction equipment/materials 1253.
- Construction, highways/roads 1162, 1229, 1258-61, 1267, 1311, 1330.
- Contracts, highway 1261-2, 1297.
- Data processing/computers 1348, 1409-10.
- Diplomas/certificates 1410.

Docks 1258.
Driver examiners/examinations 1400.
Drivers, drinking/impaired 1403-4, 1415-6.

Employment, seasonal 1429.
Estimates, re the 1254-6.
Expressways/freeways 1161, 1166-7, 1261,
1278, 1280, 1302, 1305, 1313-5, 1332, 1334,
1336-8.
Expropriation 1171, 1224, 1267-8, 1289-91,
1357.

Ferries 1258.
Freight/trucking rates 1169-70, 1365-6,
1371, 1417.

GO-transit service 1162, 1254, 1369-70,
1374-5, 1387, 1389.
Grants, highway/road 1233, 1286.
Grants, per capita 1334.

Handicapped/disabled persons 1350.
Highway/road maintenance 1210-2, 1216-7,
1220-1, 1229, 1232-4, 1239, 1244, 1336.
Highway/road surfacing 1203, 1220-1, 1291,
1297.
Highways 1281, 1292.
Highways in the sky programme 1393.
Highways/roads, northern 1169-70, 1211-2,
1217, 1292, 1322-3.

Inspectors/inspection, motor vehicles 1411-3,
1425.

Land acquisition/assembly 1267, 1281,
1302-3, 1317.
Land banks 1302-3.
Land costs/values 1289, 1303.
Lawyers 1171, 1353.
Leasing vehicles, illegal 1423-4.
Licence plates 1407-8.
Licences, drivers' 1400-4, 1415-6.
Licences, motor vehicle 1406-8, 1410, 1426.
Licences, PCV 1423, 1428.
Logging/lumbering 1326.

Motor vehicle accident claims fund 1404.
Motor vehicles, air cushion 1369.
Motor vehicles, all terrain 1169.
Motor vehicles, Ontario government 1363.

Noise barriers 1178-9, 1182-5, 1260.
Northern Ontario affairs 1169-70.

Ontario Northland Railway 1196.

Ontario Northland Transportation
Commission 1196.
Ontario Place 1369.

Parking facilities 1388, 1408.
Pesticides/herbicides 1217.
Police, provincial 1428.
Polk Company, R. L. 1409-10.
Pollution, noise 1320.
Privacy, invasion of 1409.
Radio/television 1407-8.
Railway crossings 1274.
Railways 1274-5, 1351, 1369, 1371-2, 1379.
Regional/district municipalities 1335.
Research, highways/roads 1187-8.
Research, noise 1178-9, 1183-5.
Road salt 1201.
Road signs/traffic lights 1213, 1274.
Roads, county/township 1322, 1321, 1323-5,
1328, 1331.
Roads, development 1228, 1321, 1323-5.
Roads to resources 1325.

Safety, highway 1187-8, 1190-1, 1216, 1311.
Safety, motor vehicle 1411-3.
Signs/sign pollution 1223.
Snowmobiles 1401.
Street lighting 1335.
Subsidies, public/rapid transit 1239-42,
1343.
Subsidies, railway 1379.
Subsidies, road 1245-6.
Subways 1161, 1166, 1200, 1234, 1329-30,
1345, 1375.

Telephone service/commission 1398-9.
Tires 1187-8, 1190-1, 1193-4.
Transit, public/rapid 1199-1202, 1239-42,
1246-9, 1341-3, 1345-8, 1352.
Transportation 1155-6, 1161, 1166-7.
Transportation costs 1365-6.
Transportation fares 1240, 1246, 1383.
Transportation planning/studies 1199-
1202, 1206, 1278, 1280, 1313-5, 1337-8,
1341-3, 1345-50, 1391, 1393.
Transportation systems, municipal/regional
1155-6, 1200-2.
Tree removal/replacement 1311, 1431.
Truckers/trucking industry 1330-1, 1333,
1423-6, 1428.

Wages/salaries 1171, 1399.
Winter/seasonal works 1429.

Zoning/rezoning 1260-1, 1320.

Cassidy, Michael (N.D.P., Ottawa Centre)

Advisory groups 1341.
Aged/senior citizens 1246-8.
Appeals to statutory tribunals 825-7, 834.
Apprentices/apprenticeship 625-33.
Assessment, universities/CAAT 563, 565-6.
Automobiles, abandoned 350.
Autonomy, academic 600.

Basic Income Unit/formula financing 547,
551-2, 559, 574-5, 598, 695.

Bicycles/bicyclists 1247.
Bottles, returnable/non-returnable 350.
Bus passenger service 1242-4.

Citizen groups 849-51, 1345-6, 1348.
Colleges of applied arts and technology
594, 601, 603-4, 682, 693.
Colleges of art 591-4.
Colleges, church-related 573-4.
Colleges/schools of nursing 562.

Committee on poverty, senate 806, 849.
 Committee on transportation, technical
 1336-8, 1341-8.
 Community services 793-5.
 Conferences, pollution 352, 355.
 Construction, highways/roads 1330-1.
 Cost of living 685, 691-2, 807.
 Cost-sharing programmes 807, 836.
 Counselling services 595.
 Curriculum 549, 595.

 Dropouts 591, 630-1.

 Education, adult 601-4.
 Education, bilingual/French 546-55,
 559-62.
 Education costs/fees 554-5, 560, 574-5, 601,
 682-5, 688, 692-3.
 Education, post-secondary 546-55, 595-8.
 Estimates, re the 1254-6.
 Expressways/freeways 1330, 1336-8.

 Family/welfare benefits 807, 825-7, 834-7,
 850.
 Federal-provincial affairs 807.
 Fines/penalties 355.
 French language/culture 546, 553.

 GO-transit service 1244, 1343.
 Grants, education/academic 593.
 Grants, university 546, 559-62.
 Grants-in-lieu 562, 565-6.

 Heritage Foundation, Ontario 587.
 Highway/road maintenance 1240, 1244.
 Housing, public 850.

 Incentives to industries 626-7.
 Income 685, 690-2, 694-5.
 Income, guaranteed 807, 849.
 Income supplement 849.
 Inquiries, public/judicial 594.

 Loans/grants to students 651, 682-5, 692-4.
 Local initiatives programme 794.
 Low-income groups 553-4, 560, 684, 694-5.

 Manpower services, provincial 595, 597,
 604-5.
 Metro Centre plan 1342-3, 1345.
 Monorails 1330.
 Motor vehicles 1243-4.

 Nurses 602.
 Nurses' assistants 601-3.

 Oil spillage/leakage 355.

 Packaging 346, 348-9.
 Pipelines, oil/gas 355.
 Pollution, land/soil 355.
 Poverty 806-7.
 Provincial-municipal co-operation 836.

 Research, economic/social 849.
 Retraining 601-5, 631.
 Review boards, family benefits 824-7, 834.

 Shelter/fuel allowances 849.
 Social/family services 793-5, 803, 806-7,
 824-7, 830, 835-7, 849-51.
 Social workers 835-6.
 Soldiers' aid commission 830.
 Student awards programme 554, 651,
 682-6, 690-4.
 Students/graduates, post-secondary 682-6,
 688, 694-6.
 Students/graduates, secondary school 546,
 595.
 Subsidies, public/rapid transit 1240-3,
 1329, 1343.
 Subways 1244, 1329, 1346.
 Swadron report 827.

 Task force, industrial training 624.
 Task force, packaging 347-9.
 Tax exemptions 562, 565-6.
 Tax, gasoline/motor fuels 1243.
 Teachers' colleges 586, 595.
 Transit, public/rapid 1240-4, 1246-9, 1252,
 1329, 1341-7.
 Transportation planning/studies 1336-8,
 1341-8.
 Truckers/trucking industry 1330.

 Unemployables 827.
 Universities/colleges 546-55, 559-62, 565-6,
 597-600, 682-5, 688, 693-4.
 University courses/degrees 693.
 University faculties/faculty members
 552-3, 599-600.
 University faculty associations 599-600.
 University students/graduates 559-62,
 574-5, 595, 597-8, 683-6, 688, 694-6.

 Vocational/trades training 624-33.

 Waste disposal 346-50.
 Waste recycling 346.
 Welfare administrators/offices 806, 834-5.
 Welfare, municipal 794, 825, 836, 849.
 Welfare recipients 806-7, 825-7, 834-5,
 849-50.
 Wright commission/report 550, 597.

Caverly, D. S. (Asst. Dep. Min., Environment)

Aircraft 58.
 Airport, Pickering 22.

 Dikes/diking 50.
 Drilling, offshore 58.

 Fish/fish management 153.
 Health/safety hazards 40, 62.
 International Joint Commission 34.

 Pipelines, waste 50.
 Pipelines, water 60, 62-3.
 Pollution abatement equipment 28.
 Pollution, Great Lakes system 34.
 Pollution, water 23, 153.

 Reservoirs, water 60.

 Septic/holding tanks 40.
 Sewage disposal 34, 66.

Sewage treatment 41, 52, 97.
Sewerage 66.
Shipping 40.

Utility rates 49, 60.

Waste disposal 40, 50, 54.

Waste, radioactive 56.

Waste recycling 62.

Water diversion/export 63.

Water testing 58.

Water/water services 54, 58, 60, 153.

Waterways 97.

Cheetham, M. F. (Information Services, Environment)

Publications, government 18.

School boards 18.

Cleverdon, R. K. (Construction Safety, Labour)

Inspectors/inspection, safety 1080.

Wages/salaries 1080.

Safety, construction 1080.

Cockburn, P. G. (Project Development, Environment)

Beach properties/shorelines 126.

Sewerage 81, 126.

Municipal Board, Ontario 72.

Subsidies, municipal 81.

Population 81.

Tendering 116.

Sewage disposal 116.

Waste, industrial 142.

Sewage treatment 72-3, 81, 126, 142, 154.

Water/water services 142.

Colombo, D. R. (Citizenship Branch, Community and Social Services)

Citizenship 1011-2.

Languages/instruction 1011-2.

Ethnic groups 1011-2.

Radio/television 1011.

Grants, ethnic services 1011.

Television, educational 1011.

Immigrants 1011-2.

Copland, H. (Exec. Dir., Civil Service Commission)

Ambulances/ambulance services 1641.

Civil service 1641.

Crawford, L. (Director, Homes for the Aged)

Aged, homes for 940-2, 952-3, 959-61.

Housing Corporation, Ontario 965-7.

Aged/senior citizens 941-2, 956, 959-60, 965.

Liens 959.

Drug costs 952.

Northern Ontario affairs 942-3.

Drug dispensing/distribution 952.

Nursing care/services 940-2, 952, 959-60.

Drugs, medical 952-3.

Nursing homes 943.

Grants, citizen groups 965-7.

Senior citizens' clubs/centres 956, 965-7.

Crittenden, D. (Asst. Dep. Min., Community and Social Services)

Home social services 811.

Social/family services 811.

Research, economic/social 811.

Crosbie, D. A. (Asst. Dep. Min., Transportation and Communications)

Building permits 1224-5.

Highways, controlled access 1224-5.

Cross, T. W. (Air Quality, Environment)

Meat packers 247.

Pollution, air 158, 247.

Pollution abatement equipment 158.

Pollution, industrial 158.

Damp, H. S. (Co-ordinating Director, COGP)

Cabinet boards 1614.

Motor vehicles, Ontario government 1613.

Committee on government productivity
1613, 1629-30.

Police, provincial 1613.

Purchasing, central 1613-4.

Hydro Electric Power Commission 1630-1.

Purchasing, government 1613-4.

Davenport, G. M. (Community and Social Services)

Child care/welfare 989-93.

Rehabilitation/rehabilitative services 991.

Children, retarded 989-92.

Retarded, homes for 989-90.

Grants, children's institutions 992-3.

Davy, W. F. (Industrial Training, Colleges and Universities)

Apprentices/apprenticeship 618-9, 621, 623,
625, 628-9, 631-2, 638-42.

McRuer commission/report 621.

Minorities/ethnic groups 635.

Colleges of applied arts and technology
620, 625.

Radio/television 638-9.

Construction industry 619.

Schools, correspondence 620.

Diplomas/certificates 620-1, 638-9.

Task force, industrial training 618.

Translators/interpreters 635.

Engineers, operating 619-20.

Vocational/trades training 618-21, 625,
628-9, 631-2, 638, 640-2.

Federal-provincial co-operation 621.

Immigrants 625, 635.

Wages/salaries 641.

Welfare recipients 636.

Languages/instruction 635.

Workers, skilled 635.

Deacon, Donald M. (L., York Centre)

Advertising/publicity 323.

Construction, highways/roads 1334.

Advisory groups 1349.

Contracts, union 1376.

Aged, homes for 955-6.

Aged/senior citizens 955-6.

Art galleries 732-4.

Data processing/computers 1349, 1508.

Auditor, provincial 1505.

Design for Development: Toronto-centred
region 141-2.

Automobiles, abandoned 324.

Doctors' training 583.

Autonomy, municipal/local 1249-50.

Education costs/fees 583.

Bankruptcies 1131.

Expressways/freeways 1334.

Bus passenger service 1350.

Buses, school 1425-7.

Family/welfare benefits 939.

Citizen groups 1349.

Fertilizers 141-2.

Civil Service Commission 1507.

Freight/trucking rates 318.

Colleges of applied arts and technology 585.

GO-transit service 1350-1, 1371, 1375-7.

Colleges, church-related 575-7.

Grants, unconditional 1249-50.

Committees, select, re 1349.

Commuters/commuter services 1350-2,
1369-81.

Handicapped/disabled persons 1350.

Heritage Foundation, Ontario 734.

Highway/road maintenance 1249.
Housing shortage 321.
Hydro Electric Power Commission 218, 221.
Hydro/nuclear generating stations 218, 318.
Incinerators 218, 221, 302.
Inspectors/inspection, pollution 222-3.
Land costs/values 321.
Land, serviced 321.
Landfill 318.
Libraries, legislative 193.
Licences, motor vehicle 1426-7.
Littering/cleanup 323.
Manpower services, provincial 1135.
Medical schools/courses 582-3.
Metro Centre plan 1344, 1351.
Motor vehicles, air cushion 1368.
Motor vehicles, Ontario government 1506.
Museums 734.
Mustard report 582-3.
Phosphates 141.
Pits/quarries 320.
Planning, Programming, Budgeting System 1507.
Pollution, air 218-22.
Pollution, water 141.
Purchasing, government 1505.
Railway passenger service 1351-2, 1377-81.
Railways 318, 1350-2, 1369-81.
Regional government 1250.
Research, pollution/pollution control 218, 222.
Research, waste disposal 322-3.
Retraining 606.
Science Centre, Ontario 734.
Senior citizens' clubs/centres 956.

Sewage disposal 140-2.
Sewage treatment 141.
Sewerage 141-2.
Smokestacks/chimneys 219.
Social/family services 939, 955-6.
Steam 218.
Students 1138.
Subsidies, public/rapid transit 1352.
Subsidies, railway 1379.
Subways 1344, 1349, 1375.
Tax, gasoline/motor fuels 1352-3.
Teachers' colleges 584-5.
Tobacco 216.
Transit, public/rapid 1249, 1253, 1344, 1349, 1368-76.
Transportation costs 318, 1372-3, 1376, 1380.
Transportation fares 1379-80.
Transportation planning/studies 1344, 1352, 1368, 1372-6.
Trees, dead/diseased 1431.
Truckers/trucking industry 1333.
Unemployment insurance/commission 606.
Unemployment/layoffs 1135.
Union, railway workers 1352, 1376.
Universities/colleges 575-7, 583-5.
University costs 583.
University students/graduates 584.
Urban growth/sprawl 141.
Wage, minimum 1130, 1138.
Wages/salaries 324, 1130-1.
Waste disposal 218, 301-2, 318-25.
Waste recycling 141-2, 219, 221-2, 302, 320-1.
Water table 320.
Workers, electrical 1130.
Workers, skilled 1130.
Wright commission/report 584.

Deans, Ian (N.D.P., Wentworth)

Ambulances/ambulance services 1641-2.
Arbitration/arbitration boards 1105-7, 1109, 1638-9, 1642-4.
Bankruptcies 1524-6.
Bridges/overpasses 1524-5.
Cabinet boards 1609-12, 1617-20, 1622-3, 1626.
Civil servants 1618-20, 1638-4.
Civil service 1097, 1105-8, 1638-41, 1648.
Civil Service Association 1639, 1644.
Civil Service Commission 1638-9, 1644, 1646-8.
Collective bargaining 1097-9, 1101, 1105-9, 1638-41, 1644.
Committee on government productivity 1609-11, 1620, 1641.
Committee procedures 1617.
Committee on public accounts, standing 1612.
Conciliation/mediation 1099-1100.
Conservation authorities 1621, 1626-7.
Contractors 1524.
Contracts, union 1099.
Crown attorneys 1518.

Data processing/computers 1615.
Employment 1615-6.
Government organization/reorganization 1620-1, 1626.
Government spending 1610-1, 1615-6, 1622.
Hours of work 1615-7.
Immigrants 1623-6.
Judges 1524-6.
Labour-management relations 1098-9.
Legal aid/clinics 1525-6.
Liens 1525.
Management personnel 1620, 1640, 1644.
Municipal Board, Ontario 1627.
Pickets/picketing 1099, 1101.
Purchasing, central 1612-5.
Purchasing, government 1612-3.
Queen's counsel 1519.

Retirement 1616-7.
Retraining 1647-8.
Strikebreakers/strikebreaking 1098-1101.
Strikes/lockouts 1098-1102, 1104-9, 1639, 1643.
Task force, Hydro 1628-31.

Tendering 1524.
Wage, minimum 1615-7.
Wages/salaries 1640-1, 1644.
Witnesses 1526.
Workers, casual/temporary 1640-1.
Workmen's Compensation Board 1648.

Dickie, W. (Asst. Dep. Min., Labour)

Aircraft industry 1064.
Arbitration/arbitration boards 1083.
Collective bargaining 1063, 1083-4.
Conciliation/mediation 1064, 1083-4.
Contracts, union 1084.

Motor vehicle industry 1063.
Strikes/lockouts 1083-4.
Union, automobile workers 1063.

Dignam, H. R. (Director, Legal Aid Assessment)

Courts, juvenile/family 968.

Legal aid/clinics 968.

Drea, Frank (P.C., Scarborough Centre)

Advertising/publicity 336, 613-4, 1741.
Air chartered flights 1724-5.
Appeals to statutory tribunals 821-4, 826.
Automobiles, abandoned 305.
Betting, offtrack 1768.
Bottles, returnable/non-returnable 293-4.
Children, adopted/foster 974-6.
Children, handicapped 975.
Children's aid societies 974-6.
Civil Service Commission 856.
Collective bargaining 1062-3, 1107, 1109-10, 1723-4.
Colleges of applied arts and technology 677-9, 856.
Colleges, church-related 577.
Committee procedures 4, 378.
Conciliation/mediation 1062-3.
Construction industry 1062.
Contracts, union 1062-3.
Cost of living 876.
Counselling services 925-6.
Courthouses/court facilities 1543-4.
Courts, juvenile/family 930-1, 1558-9.
Courts, provincial/county/district 930.
Courts, supreme/high 930, 1558.
Credit 925-6, 932.
Curriculum 425, 607-8.
Data processing/computers 1558.
Debtors/debts 1498.
Degrees, academic 425.
Discrimination 1725-6.
Doctors 886-7.
Dredging 100-2.
Education costs/fees 506.
Engineers, municipal 334, 336.
Examinations/essays, ghost-written 432.
Family/welfare benefits 821-3, 826-7, 876, 886, 929.
Fertilizers 336.

Financing education 672.
Franchising 1672.
Fraud 1740-1.
Frontier College 402.
Gasoline 1672.
Gasoline dealers/association, retail 1672.
Glasphalt 337-8.
Grants to horse breeders 1768-9.
Health care/services 788.
Health centres, community 788.
Health/medical facilities 788.
Home repair service 1744.
Horseracing/racetracks 1666, 1768-70.
Housing, high-rise 277.
Housing, public 276-7.
Human rights code/commission 1115.
Incinerators 332.
Income, guaranteed 788.
Industries, Canadian owned/controlled 1062.
Industries, foreign control/takeover 1062.
Industries, shutdown 1111.
Information services, government 18, 1076.
Inspectors/inspection, elevator 1758-9.
Insurance companies 1725.
Insurance costs/premiums 1725.
Insurance, travel 1724-6.
Interest rates 932.
Judges, juvenile/family court 1559.
Judges, provincial/county/district 1544, 1559.
Land sales 1740-1.
Land swindles 1740-1.
Landfill 333.
Languages/instruction 1076.
Lawyers 16, 821-4, 1491.
Legal aid/clinics 822, 1491, 1498.
Legislative procedures 378.
Loans/grants to students 672.

Marriages 1543-4.
 Mayors and reeves/association 99.
 Medical schools/courses 788.
 Mothers, unmarried 976.
 Motor vehicle accident claims fund 1731.
 Motor vehicle industry 1063.

News media/periodicals 608-9.
 Northern Ontario affairs 925-6.

OHIP/OHSIP 636.

Patronage 1636.
 Pensions 886-7.
 Pensions commission 1068, 1764.
 Pensions/pension plans 1723-4, 1764.
 Planning boards/committees 276-7.
 Pollution, Great Lakes system 98-100.
 Pollution index/monitoring 332.
 Pollution, industrial 277.
 Pollution, noise 16.
 Pollution, water 98-102, 128.
 Printers/printing 422-4.

Quorum 378.

Radio/television 607-8.
 Research, labour 1062-3.
 Research, waste disposal 337, 340.
 Research, water 128.
 Retraining 789-90.
 Review board, medical 886.
 Review boards, family benefits 821-7.

Safety, motor vehicle 306.
 Schools, correspondence 613-4.
 Schools, private 423-6, 446, 607-10, 613-4.
 Sewage disposal 98-102, 128.
 Sewage treatment 128.
 Social/family services 788-90, 813, 821-7,
 856-7, 862, 874, 876, 886-7, 925-6, 929-32.
 Social workers 856-7, 862.

Strike, Metro civic 332.
 Strikebreakers/strikebreaking 1109-10.
 Strikes/lockouts 1109-10.
 Student awards programme 677-80.
 Students 613.
 Students, foreign 505-6.
 Students/graduates, medical 788.
 Students/graduates, post-secondary 672,
 677-80.
 Students/graduates, secondary school
 677-80.

Textbooks/educational materials 432.
 Tobacco 4.
 Translators/interpreters 821.

Unemployables 887.
 Universities/colleges 577, 862.
 University courses/degrees 856-7.

Vocational/trades training 423-6, 446,
 606-10, 613.

Wage assignments 929-30.
 Wage, minimum 763.
 Wage parity 1062-3.
 Wages/salaries 1758-9.
 Waste disposal 294, 312-3, 332-40.
 Waste recycling 62, 312-3, 333-40.
 Water testing 127.
 Water/water services 62, 128.
 Welfare administrators/offices 813.
 Welfare, municipal 813.
 Welfare recipients 637, 821-3, 826, 1558.
 Wives, deserted 929-32, 1558-9.
 Women/girls 1558.
 Workers, handicapped/disabled 789-90.
 Workers, retired 1723-4.
 Working conditions 613.
 Workmen's Compensation Board 789-90,
 821-2.

Zoning/rezoning 164, 276-7.

Drowley, W. B. (Pollution Control, Environment)

Appeals from court decisions 160.
 Canadian Gypsum Co. 160.
 Civil servants, environmental 278.
 Health/safety hazards 197.
 Incinerators 317.
 Mining companies 182-4.
 Motor vehicle exhaust emissions 177, 214.

Pollution, air 166, 182-4, 187, 242.
 Pollution index/monitoring 182, 187, 192,
 197-8, 244.
 Pollution, industrial 242.
 Pollution, metal/chemical 209, 236.

Research, pollution/pollution control 177.

Smokestacks/chimneys 182-4, 187, 193.
 Sulphur dioxide 182-4.

Dukszta, Dr. Jan (N.D.P., Parkdale)

Aged/senior citizens 791.
 Citizen groups 1476.
 Community development/personnel 1476.
 Community services 790-3, 1471, 1473-9.

Hospitals, psychiatric/mental 791-2.

Justice, administration of 1475.

Law reform/commission 1475.
 Law schools/students 1473.
 Law Society of Upper Canada 1471, 1478.
 Lawyers 1471-7.
 Lawyers' fees/salaries 1476-7.
 Legal aid/clinics 1471-7.
 Low-income groups 1471-7, 1479.

Mental health centres/clinics 1472.

Psychiatrists/psychiatric services 791-2.

Social/family services 790-2.

Social workers 791-2, 1475.

Welfare recipients 791.

Wives, deserted 791.

Duncan, D. (Exec. Dir. Policy Development, Transportation and Communications)

Telephone service/commission 1398-9.

Eaton, Robert G. (P.C., Middlesex South)

Expressways/freeways 1167.

Highway/road maintenance 1219-20.

Highway/road surfacing 1198, 1219-20.

Highways 1167.

Irrigation 142.

Research, highways/roads 1198, 1200-1.

Road salt 1201.

Transportation 1167.

Waste, industrial 142.

Water/water services 142.

Eberlee, T. M. (Deputy Minister, Management Board)

Committee on government productivity
1626-7.

Conservation authorities 1626-7.

Data processing/computers 1626.

Government organization/reorganization
1626-7.

Ehmke, F. W. (Elevating Devices, Consumer and Commercial Relations)

Elevators/lifts 1755-9.

Inspectors/inspection, elevator 1755-9.

Safety, industrial 1758.

Wages/salaries 1758.

Etchen, E. J. (Planning and Research, Community and Social Services)

Community services 790, 794.

Employment 851.

Family/welfare benefits 841, 843-4.

Income, guaranteed 851.

Income supplement 851.

Industries, secondary 851.

Research, economic/social 790, 794, 841,
843-4, 851.

Social/family services 790, 794, 841, 843-4,
851.

Wives, deserted 844.

Ferrier, Rev. William (N.D.P., Cochrane South)

Air carriers, regional 1391-2.

Air services/aviation 1391-2.

Aircraft, STOL 1392.

Airports/airstrips 1391-2.

Amalgamation/annexation 1222.

Civil Service Association 464, 467, 469-70.

Collective bargaining 464, 467.

Colleges of applied arts and technology
464-70.

Drivers, drinking/impaired 1402.

Freight/trucking rates 1416-7.

Highway/road maintenance 1220-1.

Highway/road surfacing 1220-1.

Highways in the sky programme 1391.

Licences, drivers' 1401-2.

Licences, PCV 1416-7.

NorOntair 1391-2.

Pulp and paper 1391.

Roads, municipal/regional 1222.

Snowmobiles 1401.

Students/graduates, post-secondary 464,
470.

Teachers, post-secondary 464-70.

Truckers/trucking industry 1416-7.

Fisher, E. C. (Lotteries Branch, Consumer and Commercial Relations)

Advertising/publicity 1789-93.

Charitable institutions 1792-3, 1796.

Licences, lottery/bingo 1793-6.
Lotteries 1789-98.

News media/periodicals 1789-90 1792.

Service clubs 1793, 1795, 1797-8.

Stadiums/arenas 1792-4, 1796.

Subscriptions, periodical 1790.

Wages/salaries 1795-6.

Fitch, Dr. M. (Air Quality, Environment)

Cancer/cancer patients 216-7.

Death rate, adult 216.

Health foods/vitamins 212.

Health/safety hazards 167, 210.

Incinerators 168.

Pollution, air 167.

Pollution index/monitoring 167.

Pollution, metal/chemical 210.

Tobacco 216-7.

Foley, K. W. (Economics Branch, Transportation and Communications)

Air carriers, regional 1366, 1396.
Airports/airstrips 1366.

Commuters/commuter services 1379-80.

Freight/trucking rates 1195, 1365.

Grants, highway/road 1233.

Highway/road maintenance 1231, 1233.

Lawyers 1172-3.

Ontario Northland Railway 1195.

Port facilities 1195.

Railways 1379-80.

Subsidies, railway 1380.

Transportation costs 1365, 1379-80.

Transportation fares 1379-80.

Transportation planning/studies 1195.

Wages/salaries 1172-3.

Foley, P. D. (Laboratory and Research, Environment)

Chemicals 369-70.

Oil spillage/leakage 369-70.

Research, pollution/pollution control 375.
Research, water 368.

Septic/holding tanks 368.

Sewage treatment 369, 375.

Waste disposal 369.

Waste disposal, farm 375-6.

Foulds, James F. (N.D.P., Port Arthur)

Basic Income Unit/formula financing 474.

Children, slow learners 474.

Colleges of applied arts and technology
471-6.

Construction industry 1137.

Dropouts 474.

Education, post-secondary 430-1, 471-6.

Employment, summer/student 1145-8.

Examinations/essays, ghost-written 430-3.

Financing education 471.

Grants, research 414-5.

Libraries/librarians 706-7.

Northern Ontario affairs 706-7.

Research, academic 414-5, 473.

Science Centre, Ontario 705-6.

Students 473, 1137, 1145-7.

Students/graduates, post-secondary 473,
483.

Teachers' colleges 432.

Teachers' training 432.

Textbooks/educational materials 430-3.

Universities/colleges 471-6.

University students/graduates 415, 431.

Wage, minimum 1137, 1145-8.

Wages/salaries 432.

Wright commission/report 422, 471-2, 475,
480-1.

Gaunt, Murray (L., Huron-Bruce)

Children, adopted/foster 980.
Construction, highways/roads 1332.
Drivers, drinking/impaired 1403-4.

Highway/road maintenance 1333.
Licences, drivers' 1403-4.
Truckers/trucking industry 1333.

Germa, Melville C. (N.D.P., Sudbury)

Accidents, motor vehicle 1296.
Autonomy, municipal/local 1251.

Breathalyzer/blood test 1403.
Buses, school 1413.
Bypasses 1297.

Construction/costs 1300.
Construction, highways/roads 1251, 1297-9,
1320.
Contracts, highway 1320.

Diplomas/certificates 1410.
Drivers, drinking/impaired 1296, 1403.

Estimates, re the 1256.
Expropriation 1297.

Fatalities/deaths 1296.

Health/safety hazards 1216.
Highway rest areas 1431.
Highway/road maintenance 1216.
Highway/road surfacing 1296-7.
Highways 1296.
Highways/roads, northern 1298-9.

Land acquisition/assembly 1297.
Licence plates 1407.
Licences, drivers' 1401.
Licences, motor vehicle 1410.

Licences, PCV 1428-9.
Logging/lumbering 1325.

Minerals/ores 1297-8.
Mining companies 1297-8.
Motorcyclists/motorcycles 1401.

Parking facilities 1408.
Pesticides/herbicides 1216-7.
Police, provincial 1428-9.

Radio/television 1407.
Research, highways/roads 1299.
Road salt 1216.
Roads, development 1325.
Roads, municipal/regional 1251.
Roads, service 1297.
Roads to resources 1325.

Sewerage 1251.
Snowmobiles 1401.
Speed limits 1298.
Street lighting 1335.
Subsidies, public/rapid transit 1242.
Subways 1242.

Tendering 1300, 1320.
Transit, public/rapid 1242, 1248.
Transportation planning/studies 1300-1.
Tree removal/replacement 1431.
Trees, dead/diseased 1216-7.
Truckers/trucking industry 1428-9.

Gilbert, H. (Services and Supply, Transportation and Communications)

Appraisers/appraisals 1268, 1288-9, 1355.
Campsites/camping 1289-90.
Construction, highways/roads 1354.
Discrimination 1356.
Expropriation 1267-8, 1288-90, 1355-7.

Land acquisition/assembly 1267-8, 1288-90,
1304-5, 1355-7.
Land costs/values 1268, 1288-90.
Land, surplus 1304.
Lawyers 1355-7.

Water/water services 1354-7.

Gilbertson, Bernt (P.C., Algoma)

Bridges/overpasses 1257-8.
Construction, highways/roads 1258-9.
Docks 1258.

Ferries 1258.
Highways/roads, northern 1192.
Tires 1192.

Gilchrist, H. N. (Director, Motor Vehicle Accident Claims Fund)

Accidents, motor vehicle 1728.

Drivers, hit-and-run 1731.

Insurance, motor vehicle 1726, 1728, 1731.

Lawyers 1730-2.

Licences, drivers' 1726-8, 1731.

Motor vehicle accident claims fund 1726-32.

Gisborn, Reg. (N.D.P., Hamilton East)

Advertising/publicity 1782, 1797.

Apprentices/apprenticeship 617-22, 624, 628-9, 640-2.

Arts/theatre 1787-8.

Automation/mechanization 1754.

Betting, offtrack 1783.

Chambers of commerce 1797.

Charitable institutions 1796-7.

Colleges of applied arts and technology 620.

Construction industry 618-9.

Diplomas/certificates 620-1, 639-40, 1751-2.

Dropouts 621.

Education, adult 621.

Elevators/lifts 1757-8.

Engineers, operating 619, 1751-4.

Federal-provincial co-operation 641.

Gas, natural 1762-3.

Gas, propane 1763.

Gas utility companies 1762-3.

Grants to horse breeders 1766.

Horseracing/racetracks 1777, 1781-2.

Inspectors/inspection, elevator 1758.

Insurance companies 1719-20.

Insurance costs/premiums 1719-20.

Insurance, motor vehicle 1719-20, 1730.

Insurance, superintendent of 1719.

Lawyers 1730.

Licences, lottery/bingo 1794-7.

Lotteries 1794-7.

Manpower services, provincial 617-8.

Motor vehicle accident claims fund 1729-30.

Parimutuels 1781-2.

Pensions commission 1763-4.

Pensions/pension plans 1764.

Racing Commission, Ontario 1781-2.

Stadiums/arenas 1796-7.

Task force, industrial training 623, 629.

Tax, sales 1787.

Training, block/modular 1751-3.

Vocational/trades training 617-21, 624, 628-9, 640-2, 1751-3.

Wages/salaries 641, 1781-2, 1795.

Givens, Philip G. (L., York-Forest Hill)

Advertising/publicity 1161.

Air services/aviation 1161.

Airport, Pickering 1160-1.

Airports/airstrips 1160.

Bus passenger service 1161.

Committee on transportation, technical 1158.

Commuters/commuter services 1161.

Construction/costs 1157.

Construction, highways/roads 1161.

Debentures 1302.

Expressways/freeways 1156-62, 1302-3, 1313, 1315.

Expropriation 1159.

GO-transit service 1161.

Grants, highway/road 1233-4.

Highway/road maintenance 1232-4, 1239-40.

Hotels/motels 1159.

Housing, rental 1304.

Interest rates 1162.

Land acquisition/assembly 1157, 1159, 1161, 1302-5.

Land banks 1302-5.

Land costs/values 1302-5.

Land, surplus 1302-5.

Lawyers 1172.

Mortgages/mortgage companies 1302.

Motor vehicles 1160.

Parking facilities 1160, 1171.

Roads, municipal/regional 1232-4.

Subsidies, public/rapid transit 1239-40.

Subsidies, road 1239-40, 1245-6.

Subways 1157, 1159-61.

Toronto Transit Commission 1239.

Transit, public/rapid 1156-62, 1239-40, 1248.

Transportation 1156-62.

Transportation fares 1239.

Transportation planning/studies 1158, 1315.

Transportation systems, municipal/regional 1157-8, 1161.

Good, Edward R. (L., Waterloo North)

- Advertising/publicity 8-9.
- Airport, Pickering 8.
- Appeals from statutory tribunals 1585.
- Appeals to statutory tribunals 228-9, 233.
- Appraisers/appraisals 1589.
- Assessment/reassessment 1589-90.

- Beach properties/shorelines 117-20.
- Boats/boating 40, 120.
- Borrowing, Hydro 9.
- Bottles, returnable/non-returnable 6-7, 282-4.
- Bridges/overpasses 1305.
- Businesses, small 7.

- Canadian Gypsum Co. 161, 228.
- Cancer/cancer patients 7, 65.
- Cemeteries 1711-3.
- Chemicals 65, 123-4, 142.
- Coal/lignite 237.
- Committee on cemeteries, advisory 1711-3.
- Committee procedures 4, 343, 376, 378.
- Compensation, pollution victims 157, 237-9.
- Cottagers/cottages 117-20, 369.

- Dentists/dental services 8.
- Design for Development: Toronto-centred region 60-1.
- Detergents 65.

- Environmental control 6, 13, 164, 237.
- Environmental council 6, 13.
- Environmental hearing board 234, 238.
- Evidence 1586.
- Expressways/freeways 1305.

- Farmers/producers 28.
- Farming, swine 155.
- Fines/penalties 161-2.
- Fluorides/fluoridation 8, 236.

- Grants, agriculture 155.
- Grants, municipal 49.

- Hall commission/report 8.
- Hazardous products 65.
- Health/safety hazards 7-8.
- Highways, controlled access 1305.
- Housing Corporation, Ontario 60.
- Housing, high-rise 163.
- Housing, town/row 163.
- Hydro Electric Power Commission 8-9.
- Hydro/nuclear generating stations 8, 235.
- Hydro power/lines 8.

- Incentives, pollution abatement 27.
- Incinerators 7, 353.

- Laboratories/laboratory services 365-7.
- Land acquisition/assembly 1305.
- Land costs/values 48-9.
- Land, serviced 49.
- Land subdivision 117-20.
- Landfill 282-5, 354.

- Lawyers 17.
- Legislative procedures 376, 378.
- Littering/cleanup 282-4.

- Motor vehicle industry 178.
- Municipal Board, Ontario 117, 1585-6.

- Oil spillage/leakage 369.

- Packaging 352.
- Pest control/services 356-8.
- Pesticides/herbicides 356-8.
- Phosphates 371.
- Pipelines, water 55-6, 60-1.
- Pollution abatement equipment 27.
- Pollution, air 7, 161, 234.
- Pollution, environmental 6.
- Pollution index/monitoring 7, 234, 286, 367.
- Pollution, industrial 49, 116, 161, 235.
- Pollution, metal/chemical 78, 236.
- Pollution, noise 8, 22, 201-2.
- Pollution Probe 8, 352.
- Pollution, thermal 8.
- Pollution, water 117-20, 155-6, 282, 285.
- Publications, government 18.

- Quorum 376, 378.

- Recreation 117-20.
- Regional government 287-8.
- Research, water 368-71.
- Reservoirs, water 55-6, 60.
- Review boards/courts, assessment 1589.
- Road salt 147.

- Septic/holding tanks 117-20, 368.
- Sewage disposal 73-4, 102.
- Sewage treatment 48-9, 73-4, 121-4, 155-6, 371.
- Sewerage 8, 48-50, 73-4, 122-4, 156-7.
- Snow removal/disposal 147.
- Speed limits 1305.
- Subsidies, municipal 74, 85.

- Task force, Hydro 8-9.
- Tobacco 4, 7.

- Urban growth/sprawl 55-6.
- Utility rates 8, 49.

- Wages/salaries 234.
- Waste disposal 40, 281-8, 352.
- Waste, industrial 78, 122-4, 156, 355.
- Waste recycling 281-4, 353.
- Water Resources Commission 7, 49, 61, 74, 78, 117, 156-7.
- Water table 55-6.
- Water testing 58, 366.
- Water/water services 7-8, 48-50, 55-6, 188, 286.
- Workmen's Compensation Board 8.

Gordon, A. P. (Asst. Dep. Min., Colleges and Universities)

Basic Income Unit/formula financing
450-1, 461-3, 512, 574.

Colleges of applied arts and technology
412, 450-1, 461-3, 512.
Colleges, church-related 574, 577-8.
Curriculum 569.

Education, bilingual/French 547, 550, 552,
561-2.

Education costs/fees 574.

Education, post-secondary 416.

Financing education 450-1, 461-3.

Grants, education/academic 399-400, 403-4.

Grants, research 412-7.

Grants, university 561-2.

Loans/grants to students 702-3.

Research, academic 412-7.

Student awards programme 550, 702-3.

Students/graduates, secondary school 547,
550, 552.

Teachers' colleges 432.

Teachers' training 432.

Universities/colleges 412-3, 419, 450-1,
461-3, 519-20, 529, 547, 550, 552, 561-2,
569, 574, 577-8, 584.

University faculties/faculty members
414-5.

University students/graduates 414-5,
519-20, 529, 547, 550, 569, 703.

Wages/salaries 450.

Wright commission/report 512, 561, 584.

Graham, B. (Director, Child Welfare, Community and Social Services)

Child care/welfare 972-4, 976, 986-7.

Children, adopted/foster 972-4, 987.

Children, disturbed 972.

Children, handicapped 973-4.

Children, retarded 974.

Children's aid societies 972, 976, 986-7.

Mental health centres/clinics 972.

Mothers, unmarried 976.

News media/periodicals 973.

Social workers 986-7.

Wages/salaries 986.

Grundy, G. E. (Supt. Insurance, Consumer and Commercial Relations)

Advertising, fraudulent/misleading 1708.
Advertising/publicity 1708.

Discrimination 1726.

Drivers, hit-and-run 1730.

Insurance companies 1706, 1708, 1715,
1720, 1725.

Insurance costs/premiums 1706, 1715, 1717,
1720-1.

Insurance, health, private 1715.

Insurance, life 1717.

Insurance, motor vehicle 1720-1.

Insurance, travel 1725-6.

Interest rates 1711.

Motor vehicle accident claims fund 1721.

Trust/loan companies 1711.

Guindon, Hon. Fern (P.C., Stormont)

Advertising/publicity 1138-9.
Arbitration/arbitration boards 1105.

Bankruptcies 1131-2.
Becker Milk Co. 1093.
Businesses, small 1081.

Collective bargaining 1044, 1056, 1059,
1093, 1097, 1105-6.

Conciliation/mediation 1044, 1083, 1100,
1104.

Construction industry 1044, 1062, 1079,
1104, 1137.

Contracts, union 1057.

Cost of living 1066.

Discrimination 1044-5.

Draft dodgers/deserters 1072.
Drivers, taxi 1093.

Employment, summer/student 1145.
Ethnic groups 1116.
Exports 1101.

Family/welfare benefits 1055.
Farms, family 1056.

Health/safety hazards 1081-2.
Hours of work 1057, 1065, 1117-8, 1120-1,
1124.

Housing, rental 1114.

Human rights code/commission 1044,
1112-3, 1115-6, 1150.

Immigrants 1141.
 Industries, Canadian owned/controlled 1056.
 Industries, relocation of 1056.
 Industries, service 1066.
 Industries, shutdown 1056-7, 1067, 1135.
 Information services, government 1076.
 Inspectors/inspection, safety 1044, 1074-5, 1078-9.
 Labour 1043-5, 1054-7.
 Labour Safety Council 1074.
 Labour-management relations 1045, 1055, 1093, 1105.
 Languages/instruction 1075-6.
 Libraries/librarians 1069.
 Manpower services, provincial 1135.
 Metric system 1062.
 Mining companies 1120.
 Noise levels 1082.
 Notice, employment termination 1057.
 Ombudsman 1145.
 Pensions 1132.
 Pensions commission 1068, 1132.
 Publications, government 1043, 1075.

Research, labour 1043-4, 1059, 1062-6, 1069.
 Retirement 1064, 1067.
 Safety, construction 1044-5, 1078-9.
 Safety, industrial 1074-5.
 Safety, mine 1079.
 Statutes/regulations, Ontario 1044.
 Strikebreakers/strikebreaking 1085-6, 1100-2, 1104, 1108.
 Strikes/lockouts 1055.
 Students 1137, 1146, 1148.
 Unemployment/layoffs 1057, 1134-5, 1138.
 Union certification 1086.
 Union, construction workers 1044, 1079.
 Union dues/fees 1141.
 Unions, Canadian control 1056.
 Unions, international control 1056.
 Wage, minimum 1055-6, 1066, 1137-8, 1146, 1148.
 Wages/salaries 1055, 1093, 1118, 1120, 1124, 1131, 1141.
 Workers 1057.
 Workers, farm 1055-6, 1070-2.
 Workers, hospital/health 1093.
 Workers, seasonal/transient 1071-2, 1081-2.
 Workmen's Compensation Board 1055, 1081.

Haggerty, Ray (L., Welland South)

Accidents, industrial 1073, 1082.
 Accidents, railway 1253, 1273-4.
 Aircraft 202.
 Airport, Pickering 202, 1277.
 Airports/airstrips 202.
 Apprentices/apprenticeship 515, 1137.
 Arbitration/arbitration boards 1083.
 Automobiles, abandoned 304-6.
 Beach properties/shorelines 126-7.
 Bottles, returnable/non-returnable 283.
 Bridges/overpasses 1225-7, 1275-7, 1317-8.
 Brush clearing 1274.
 Cancer/cancer patients 76, 202-3.
 Central Mortgage and Housing Corp. 47.
 Chemicals 64-5, 75, 124-5.
 Children's aid societies 800-1.
 Collective bargaining 1046-9, 1083, 1119.
 Colleges of applied arts and technology 509, 514-5.
 Conciliation/mediation 1049, 1083.
 Consolidated revenue fund 48.
 Construction, highways/roads 1245, 1334.
 Construction industry 1049, 1078.
 Contracts, highway 1316.
 Contracts, union 1058.
 Contributions/donations, political 1047.
 Coroners 1568.
 Cost of living 1049.
 Day-care centres 1049.
 Detergents 64-5.
 Disclosure, public/financial 1048.
 Divorces 1495.
 Draft dodgers/deserters 1072.

Dredging 297.
 Drilling, offshore 58.
 Employment 1119.
 Employment, seasonal 800.
 Environmental council 13.
 Expressways/freeways 1316.
 Expropriation 1268, 1277, 1319, 1592.
 Family/welfare benefits 801.
 Fatalities/deaths 1273.
 Federal-provincial agreements 39-40.
 Federal-provincial co-operation 32.
 Fines/penalties 124-5.
 Gasoline 212-4.
 Grants, highway/road 1333.
 Grants, municipal 47-8.
 Grants, per capita 1334.
 Harbour commissions 297.
 Hazardous products 64-5.
 Health, industrial 1051.
 Health/safety hazards 40, 75, 275, 307-8.
 Health units 1568.
 Highway/road maintenance 1221-2, 1231, 1334.
 Highway/road surfacing 1221.
 Horseracing/racetracks 1316-7.
 Hours of work 1050-1, 1058, 1119, 1122.
 Hydro Electric Power Commission 48.
 Hydro/nuclear generating stations 48, 56.
 Hydro, rural 29.
 Industries, new 13.
 Industries, relocation of 240-1.
 Industries, shutdown 1049.

Inflation 1048-9.
 Inquests 1568.
 Inspectors/inspection, safety 1074, 1078.
 Interest rates 1048.
 International Joint Commission 32.
 International Nickel Co. 14.

 Labour 1045-51, 1056-8.
 Labour Safety Council 1073-4.
 Labour-management relations 1045-51.
 Land acquisition/assembly 1268, 1273, 1317.
 Land Compensation Board 1592.
 Land costs/values 1048, 1268.
 Landfill 297.
 Law reform/commission 1457.
 Law Society of Upper Canada 1495.
 Lawyers' fees/salaries 1495.
 Legal aid/clinics 1495.
 Licences, motor vehicle 305.
 Liquor Control Board 283.

 Metric system 1061-2.
 Mothers, unmarried 801.
 Motor vehicle exhaust emissions 212-4.
 Motor vehicle industry 1073.

 Noise barriers 1319.

 Pedestrians 1318-9.
 Pensions 1049-50.
 Pensions, portable 1049.
 Pipelines, water 32.
 Planning, family 801.
 Polls, public opinion 1045-6.
 Pollution, air 191, 202-3, 239-41.
 Pollution control 28.
 Pollution, Great Lakes system 39-40, 47.
 Pollution index/monitoring 14, 191, 239.
 Pollution, industrial 199-201, 275.
 Pollution, land/soil 202.
 Pollution, metal/chemical 75-8.
 Pollution, noise 13-4, 199-201, 1319-20.
 Pollution, thermal 56.
 Pollution, water 39-40, 47, 75, 145.

 Railway crossings 1225-7, 1253, 1273-5.
 Railways 1273-4.
 Research, industrial 1051.
 Research, labour 1060-2.
 Research, water 77.
 Retraining 1049-50.
 Review boards, family benefits 800.
 Road salt 147.
 Road signs/traffic lights 1274-5, 1319.
 Roads, closed 1316.
 Roads, county/township 1275-7.
 Roads, development 1225-7, 1324.

Roads, municipal/regional 1225.

 Safety committees 1074.
 Safety, construction 1078.
 Safety, highway 1221-2, 1275-7.
 Safety, industrial 1051, 1073-4.
 Safety, mine 1074, 1078-9.
 Septic/holding tanks 39-40, 147.
 Sewage treatment 47, 124-7.
 Sewerage 124-7.
 Shipping 39-40.
 Snow removal/disposal 145, 147.
 Social/family services 799-801.
 Strike, Lanark Mfg. 1048.
 Strikebreakers/strikebreaking 1085.
 Strikes/lockouts 1045-6, 1050, 1083.
 Sunday observance 1457-8.

 Teacher-student ratio 515.
 Teachers, post-secondary 514.
 Technology/personnel 1051.
 Transportation planning/studies 1273-4, 1318-9.
 Tree removal/replacement 1274.
 Tunnels 1318-9.

 Unemployment/layoffs 1048-9, 1061.
 Union Carbide Ltd. 239-41.
 Union certification 1049.
 Union dues/fees 1047, 1140-1.
 Unions 1047-50, 1119, 1122, 1140-1.
 Unions, Canadian control 1049-50.
 Unions, international control 1049-50, 1142.

 Vocational/trades training 509, 515.

 Wage, minimum 1049, 1119.
 Wage/price/profit controls 1048.
 Wages/salaries 1048-9, 1119.
 Waste disposal 39-40, 297-301, 304.
 Waste, industrial 75-8, 124-5, 297, 300-1.
 Waste, radioactive 56.
 Waste recycling 297, 300, 304.
 Water diversion/export 31, 39.
 Water Resources Commission 77, 124.
 Water testing 58, 77.
 Water/water services 48.
 Waterways 75.
 Welfare administrators/offices 799.
 Welfare programmes 779-801.
 Welfare recipients 799.
 Woods report 1046-7.
 Workers, automobile 1074.
 Workers, farm 1072.
 Workers, skilled 1119.
 Workmen's Compensation Board 801, 1073-4.

Hamilton, Maurice (P.C., Renfrew North)

Grants, children's aid societies 985.

Handleman, Sidney B. (P.C., Carleton)

Accidents, motor vehicle 1193-4, 1262.
 Advertising, fraudulent/misleading 426.
 Apprentices/apprenticeship 463.
 Athletics commissioner/commission 1036-8.

Autonomy, academic 460, 463.

Basic Income Unit/formula financing 461-3.
 Bottles, returnable/non-returnable 293.

Bursaries/scholarships 656-7.
 Buses, school 1252.
 Child care/welfare 972-3, 975, 990.
 Children, adopted/foster 972-3, 975.
 Children, retarded 990.
 Children's aid societies 971-3, 975.
 Chiropractors/osteopaths 1705-7.
 Citizen groups 279-81.
 Colleges of applied arts and technology
 424, 460-3.
 Consultants/consulting services 537.
 Day-care centres 990.
 Disturbed adults 958.
 Education costs/fees 394-5.
 Employment, summer/student 394-5.
 Ethnic groups 1029.
 Expressways/freeways 1262, 1264.
 Fairs 1793.
 Fatalities/deaths 1262.
 Financing education 461.
 Grants, transportation 1252.
 Grants, unconditional 1250.
 Halfway houses/drop-in centres 957-8.
 Health/safety hazards 307-8.
 Highways/roads, northern 1193.
 Indian affairs 1029-31.
 Indian culture/history 1029.
 Indian people 1029-31.
 Indian reservations/bands 1029.
 Industries, secondary 1029.
 Insurance companies 1705-7.
 Insurance, motor vehicle 1705-6.
 Interprovincial affairs 100.
 Laboratories/laboratory services 532-4.
 Loans/grants to students 654, 656-8, 660.
 Lotteries 1792-4.
 Mental health/illness 957-8.
 Museums 704-5.

OHIP/OHSIP 1705-6.
 Pollution abatement equipment 279.
 Pollution control 279.
 Pollution Probe 281.
 Pollution, water 97-8, 100.
 Printers/printing 423.
 Recreation 98.
 Regional government 1250.
 Rehabilitation/rehabilitative services 957-8.
 Research, highways/roads 1193-4, 1201.
 Retarded, homes for 990.
 Schools, private 425-6.
 Science Centre, Ontario 704-5.
 Sewage disposal 100.
 Sewage treatment 97-8, 100.
 Social/family services 956-9.
 Sports/athletics 1036-8.
 Stadiums/arenas 1792-4.
 Student awards programme 956-8.
 Students, foreign 504-5.
 Students/graduates, post-secondary 656-8.
 Students/graduates, secondary school 704-5.
 Subsidies, public/rapid transit 1250.
 Subways 1242.
 Tires 1193-4.
 Transit, public/rapid 1201, 1250, 1252.
 Transportation planning/studies 1264.
 Transportation systems, municipal/
 regional 1201.
 Universities/colleges 532-4, 536-7.
 University faculties/faculty members 534,
 536.
 University governors/board/council 533.
 Waste disposal 279-81.
 Waste recycling 279-81.
 Water/water services 98.
 Waterways 97.
 Women/girls 1037.

Harris, A. J. (Research Branch, Environment)

Sewage disposal 120-2.

Sewage treatment 120-2.

Hay, J. B. (CAAT Branch, Colleges and Universities)

Schools, private 607, 610.

Vocational/trades training 607, 610.

Heaman, J. D. (Waste Management, Environment)

Citizen groups 280.

Regional development 288-9.

Fertilizers 288-9.

Sewage disposal 288-9.

Incinerators 302, 353.

Sewage treatment 355.

Landfill 285-9, 318-9, 341-2, 354-5.

Waste disposal 285-8, 302, 318-20, 338-9,
 341, 353-5.

Pits/quarries 320.

Waste recycling 280, 338-9, 353.

Pollution, water 286.

Water testing 341-2.

Water/water services 286.

Hilton, J. D. (Asst. Deputy Attorney General)

Affidavits 1574.

Courts, appeal 1574.

Whiterock Land Development 1574.

Hodgson, R. Glen (P.C., Victoria-Haliburton)

Fairs 1785-6.

Horseracing/racetracks 1785-6.

Parimutuels 1785.

Racing Commission, Ontario 1785.

Telephone service/commission 1399-400.

Wages/salaries 1399.

Howard, W. T. (GO Transit, Transportation and Communications)

Air carriers, regional 1393.

Air services/aviation 1393.

Commuters/commuter services 1377-8,
1382, 1390.

GO-transit service 1376-8, 1389-90.

Highways in the sky programme 1393.

Railway passenger service 1377-8, 1381-2.

Railways 1377-8, 1381-2, 1390.

Transit, public/rapid 1382.

Transportation costs 1381.

Transportation planning/studies 1377,
1382, 1390.

Union, railway workers 1378.

Ide, T. R. (Chmn., O.E.C.A.)

Contracts, government 725.

Educational Communications Authority 725,
731.

Television, educational 725, 731.

Jackson, H. W. (Colleges of Applied Arts and Technology)

Advertising/publicity 420-2, 425-7.

Apprentices/apprenticeship 515.

Basic Income Unit/formula financing 513.

Colleges of applied arts and technology

411-2, 418, 420, 507-9, 511, 603.

Curriculum 420, 422, 425.

Data processing/computers 411-2.

Education, adult 603.

Education costs/fees 411, 511-2.

Education, post-secondary 418, 422.

Hay report 429-30.

Printers/printing 418, 420-3.

Research 411-2.

Retraining 506-7, 603.

Schools, private 420, 422-7.

Students/graduates, post-secondary 507-9,
511.

Textbooks/educational materials 420.

Universities/colleges 411-2.

Vocational/trades training 509, 515.

Jessiman, James H. (P.C., Fort William)

Accidents, motor vehicle 1187.

GO-transit service 1206.

Research, highways/roads 1187-8.

Tires 1187-8.

Johnston, L. M. (Asst. Dep. Min., Colleges and Universities)

Colleges of applied arts and technology
605-6.

Retraining 603, 605-6.

Johnston, R. (Deputy Minister, Labour)

- Accidents, industrial 1073.
- Advertising/publicity 1076, 1138.
- Arbitration/arbitration boards 1097, 1111-2.
- Bankruptcies 1131.
- Civil service 1097.
- Collective bargaining 1058, 1094-7.
- Conciliation/mediation 1059, 1069, 1097, 1102.
- Employment 1134.
- Employment, summer/student 1076, 1138.
- Hours of work 1057-8, 1070, 1120-3.
- Human rights code/commission 1115, 1150-1.
- Industries, shutdown 1060, 1070, 1133, 1136.
- Inspectors/inspection, safety 1080.
- Junior achievement programme 1076-7.
- Labour Relations Board 1094-6.
- Labour Safety Council 1073.
- Labour-management relations 1058, 1060, 1094-5, 1112.
- Languages/instruction 1075.
- Libraries/librarians 1075.
- Metric system 1061.
- Mining companies 1134.
- Motor vehicle industry 1058, 1063.
- Notice, employment termination 1070.
- Pickets/picketing 1103.
- Publications, government 1075, 1150.
- Rand report 1103.
- Research, labour 1060-1, 1063, 1065, 1069-71, 1073.
- Retirement 1065.
- Safety, construction 1080.
- Safety, industrial 1073.
- Strike, Lanark Mfg. 1059.
- Strikebreakers/strikebreaking 1102-3.
- Strikes/lockouts 1057, 1059, 1094-5, 1103, 1105, 1111.
- Students 1138.
- Unemployment/layoffs 1060, 1131, 1133-6.
- Union certification 1087, 1095.
- Union dues/fees 1141.
- Union, plasterers 1143.
- Unions 1057, 1141-2.
- University faculties/faculty members 1148-9.
- Wage, minimum 1060, 1138.
- Wages/salaries 1059-60, 1111, 1131, 1148-9.
- Women/girls 1148-51.
- Workers 1057.
- Workers, automobile 1058.

Jones, H. T. (Energy Branch, Consumer and Commercial Relations)

- Energy boards 1762-3.
- Gas, natural 1762-3.
- Gas, propane 1760-2.
- Gas utility companies 1762-3.
- Gasoline 1762.
- Health/safety hazards 1760-2.
- Housing, mobile 1761.
- Pipelines, oil/gas 1760.
- Safety, industrial 1760.
- Trailers 1761.
- Transportation, oil/gasoline 1760-2.

Kennedy, R. Douglas (P.C., Peel South)

- Commuters/commuter services 1389-91.
- Construction, highways/roads 1260.
- Expressways/freeways 1260.
- GO-transit service 1389-91.
- Licences, lottery/bingo 1797-8.
- Lotteries 1797-8.
- Noise barriers 1260.
- Pollution, noise 1260.
- Railways 1390-1.
- Service clubs 1797-8.
- Speed limits 1261.
- Transportation planning/studies 1390-1.
- Zoning/rezoning 1260.

Kerr, Hon. George A. (P.C., Halton West)

- Advertising/publicity 410, 428, 614, 633.
- Affidavits 719-20, 724.
- Age/age of majority 701.
- Apprentices/apprenticeship 383-4, 515, 619, 622-33, 640-1.
- Aptitude tests 500-1.
- Archivist/archives 384, 740.
- Art galleries 732-3, 735.
- Arts Council, Ontario 384, 735-6.
- Arts/theatre 735-6, 739.
- Assessment, universities/CAAT 563-5.
- Autonomy, academic 396-7, 494-5, 599.

- Basic Income Unit/formula financing 437-8, 443-4, 447, 449, 452, 461, 463, 475, 494, 512-3, 528, 530-1, 536, 543-5, 547-51, 559, 561, 570, 572, 575, 695, 715.
- Bursaries/scholarships 383, 395, 531, 535, 541-2, 544-5, 657-8, 660.
- Capital Aid Corp. 501.
- Cemeteries 741.
- Children, slow learners 482.
- Churches/religious groups 577.
- Civil Service Association 467-9, 745.
- Civil Service Commission 633.
- Co-education 532.
- Collective bargaining 468-9, 599, 745.
- Colleges of agriculture 510-1, 516.
- Colleges of applied arts and technology 394, 396, 399, 429, 433-9, 443-4, 447, 449, 452, 455-6, 458-60, 463, 467-9, 471, 475, 480-2, 484, 486-96, 500-16, 567, 582, 585, 593, 601-5, 631, 654-5, 678-81, 686, 745-8.
- Colleges of art 591-4.
- Colleges, church-related 571-8.
- Colleges/schools of nursing 490, 562, 582, 702.
- Commission on post secondary education 455-6.
- Committee on government productivity 491, 511.
- Committee on university affairs 383, 413, 742-4.
- Construction, educational facilities 579.
- Construction industry 618.
- Cost of living 691.
- Cost-sharing programmes 617.
- Counselling services 595-7.
- Crown corporations/agencies 533.
- Curriculum 431, 480-1, 494-5, 576, 592-5.
- Debentures 437.
- Dentists' training 582.
- Development, economic/cultural 736-7, 739.
- Diplomas/certificates 622, 626, 629, 633-4, 636, 639-40.
- Doctor/dentist shortage 567.
- Doctors 567.
- Doctors' training 583.
- Dropouts 482, 594, 624, 630, 637, 653, 679.
- Drug costs 533-4.
- Education, adult 385, 396, 601-5, 615-6.
- Education, bilingual/French 546-54, 559, 561, 747-8.
- Education costs/fees 503, 505, 511, 517-8, 530, 541, 543-5, 554-5, 561, 572, 575, 584, 601-4, 648, 654-6, 678, 683, 686-8, 690-1.
- Education, post-secondary 383-4, 393-6, 414, 455, 503, 508-9, 511, 595-6.
- Educational Communications Authority 384, 713, 727, 731.
- Employment, summer/student 394, 397, 649, 691, 703.
- Engineers, operating 619.
- Examinations/essays, ghost-written 430.
- Federal-provincial co-operation 616, 624-5, 641.
- Financing education 443-4, 447, 449, 475, 528, 530, 572.
- Fraud 430.
- French Canadians 748.
- Frontier College 401-3.
- *GO-transit service 681-2.
- Grants, education/academic 399-404, 417, 437-8, 593.
- Grants, library 737.
- Grants, museum 732.
- Grants, post-secondary 383.
- Grants, research 413-6, 569-70.
- Grants, university 383, 397, 532, 546-7, 559, 561, 571-2, 579.
- Grants-in-aid 413-6.
- Grants-in-lieu 564-5.
- Grievances/grievance procedures 471.
- Heritage Foundation, Ontario 734-5, 741.
- Historical sites/buildings 741.
- Housing, student 502-3.
- Housing Corp., Student 502-3.
- Immigrants 384, 624, 634, 701.
- Immigrants, skilled 634.
- Incentives to industries 626-7.
- Income 692, 695-6.
- Inquiries, public/judicial 591-3.
- Laboratories/laboratory services 533-4.
- Languages/instruction 624, 634-6, 654.
- Lawyers 719.
- Libraries/librarians 670, 706-7, 737, 747-8.
- Loans/grants to students 383, 395, 397, 648-55, 657, 659-62, 665-6, 679-82, 686, 690-1, 695, 699, 701-3.
- Low-income groups 530, 554, 561, 648-9, 651-2, 660, 666, 683, 694-6.
- Manpower services, provincial 595, 605, 617.
- Medical schools/courses 566-8, 582-3, 585.
- Minorities/ethnic groups 634.
- Museums 704, 732, 735-6.
- Mustard report 567, 582, 585, 596.
- News media/periodicals 609.
- Northern Ontario affairs 704, 736.
- Nurses 602.
- Nurses' assistants 601-2.
- Nursing students 702.
- OHIP/OHSIP 636.
- Plaques 384.
- Radio/television 639.
- Records management programme 741.
- Research 409-10, 535-6.
- Research, academic 414, 529, 569-70, 582.
- Research, medical 533.
- Retraining 486, 507, 509, 515-6, 601-6, 615-6.
- Schools, bilingual 491-3.
- Schools, correspondence 614.
- Schools, private 608-10, 680-2.
- Science Centre, Ontario 384, 703-6.
- Sports/athletics 434.

Student awards programme 383, 395-8,
 503, 505, 530, 541-2, 553-5, 648-9, 651-5,
 657-8, 665, 678, 682, 688-91, 694-5, 701-2.
 Students, aid to 530, 541, 546, 554.
 Students, foreign 503, 505, 517-8, 541.
 Students/graduates, medical 567-8.
 Students/graduates, post-secondary 385,
 456, 481-2, 484, 488, 495, 500, 522-3,
 525-7, 648-58, 661, 665, 686-9, 695-6.
 Students/graduates, secondary school 546-
 8, 550, 596, 678.
 Task force, industrial training 384, 623-7,
 629, 632.
 Tax exemptions 563-5.
 Teacher-student ratio 515.
 Teachers' aids/assistants 383.
 Teachers, CAAT 745-7.
 Teachers' colleges 490, 584-6.
 Teachers, post-secondary 458, 467-9, 471,
 488.
 Television, educational 384-5, 670, 713,
 727, 731.
 Textbooks/educational materials 430.
 Tourist attractions 384, 736.
 Translators/interpreters 634, 636.
 Transportation 435-6.
 Unemployed 637.
 Unemployment insurance/commission 606,
 701.

Unemployment/layoffs 604.
 Universities/colleges 383-5, 393-7, 409-11,
 413-9, 443, 518-20, 527-39, 541-55,
 559-69, 571-9, 582-6, 648, 654-5, 661,
 670, 686, 688-9.
 Universities/colleges, de-Canadianization
 501, 541.
 University costs 394-6, 518-20.
 University faculties/faculty members 396,
 519, 535-7, 553, 582, 599-600.
 University faculty associations 591, 599.
 University faculty-student parity 654-5.
 University presidents/committee 742.
 University students/graduates 383, 395-8,
 518-9, 530-1, 541-2, 544-9, 559, 561, 573,
 582-4, 595-600, 654-5, 660, 687-9, 694-6,
 702-3.
 Vocational/trades training 383, 509, 608-
 10, 617-9, 622-33, 636-8, 640-1, 679.
 Wages/salaries 458, 539, 741, 745.
 Welfare recipients 636.
 Winter/seasonal works 384, 617.
 Women/girls 514.
 Workers, skilled 634, 636.
 Wright commission/report 393-6, 455,
 458, 475, 480-1, 489-90, 493, 508-10,
 535-6, 549-50, 552, 567, 570, 584, 596-8,
 660, 665-6, 670, 690, 713, 731, 742-4.

Kinley, J. R. (Research Branch, Labour)

Apprentices/apprenticeship 1137.
 Industries, shutdown 1132.

Unemployment/layoffs 1132.

Laughren, Floyd (N.D.P., Nickel Belt)

Apprentices/apprenticeship 640.
 Arbitration/arbitration boards 484.
 Archivist/archives 740-2.
 Arts Council, Ontario 736.
 Arts/theatre 735-6.
 Autonomy, academic 453-4, 484.
 Bursaries/scholarships 648.
 Cemeteries 740.
 Colleges of applied arts and technology
 388, 392, 410-2, 429-30, 452-6, 469-70,
 484-5, 643, 744-7.
 Committee on university affairs 391, 398-9,
 742-4.
 Community services 797-8.
 Compensation, pollution victims 112.
 Cottagers/cottages 1228.
 Degrees, academic 392.
 Depressed/slow-growth areas 797.
 Development, economic/cultural 735.
 Education, bilingual/French 747.
 Education costs/fees 388-93, 411, 642-3,
 647, 652-3.
 Education, post-secondary 388-93, 454-5.

Educational Communications Authority
 731.
 Employment, summer/student 647-8.
 Family/welfare benefits 797-8, 887.
 Farmers/producers 112.
 Financing education 391, 452-5.
 French Canadians 747.
 Grants, library 747.
 Grants, university 397.
 Hay report 429-30, 484.
 Highway/road maintenance 1228.
 Historical sites/buildings 740.
 Libraries/librarians 747.
 Loans/grants to students 389-91, 393,
 397-8, 647-9, 651-4, 659, 702-3.
 Low-income groups 642, 647, 654, 659.
 Northern Ontario affairs 703-4, 735-6.
 Ontario Place 735.
 Pickets/picketing 1103.
 Pollution, land/soil 114.
 Pollution, water 111.

Records management programme 741-2.
 Research 410-2.
 Roads, development 1228.
 Roads to recreation 1228.
 Science Centre, Ontario 703-4.
 Septic/holding tanks 113-4.
 Sewage disposal 113-4.
 Sewage treatment 111.
 Social/family services 796-8.
 Strikebreakers/strikebreaking 1102-3.
 Student awards programme 391, 393,
 397-9, 642-3, 647-8, 651.
 Students/graduates, post-secondary 453-4,
 647-9.
 Teachers, CAAT 744-7.
 Teachers, post-secondary 454, 484-5.
 Television, educational 731.
 Tourist attractions 736.
 Transportation 453.

Universities/colleges 388-93, 453-4, 518-20,
 568-9, 642-3, 647-8.
 University costs 391, 397, 518-20.
 University faculties/faculty members 389,
 519.
 University faculty-student parity 389.
 University, Laurentian 392-3, 397.
 University presidents/committee 392.
 University students/graduates 389-90, 393,
 397, 518-20, 568-9, 647, 703.
 Wages/salaries 484-5, 741, 745.
 Water Resources Commission 111.
 Welfare administrators/offices 798.
 Welfare recipients 797-8.
 Women/girls 454-5.
 Workmen's Compensation Board 797.
 Wright commission/report 388-93, 744,
 747.

Lawlor, Patrick D. (N.D.P., Lakeshore)

Affidavits 1581.
 Arbitration/arbitration boards 1550.
 Assessment, universities/CAAT 564.
 Auditor, provincial 1506-7.
 Bankruptcies 1463.
 Benchers, law society 1459.
 Cabinet boards 1612.
 Cancer/cancer patients 173.
 Citizen groups 1587.
 Civil servants 1624, 1644-5.
 Civil Service Association 1644-5.
 Coal/lignite 316.
 Collective bargaining 1645.
 Commissions, royal, re 1463, 1550.
 Committee procedures 1436, 1446.
 Community services 804, 1486, 1488.
 Compensation, crime victims 1448, 1465.
 Compensation for the innocent 1447-8,
 1450-1, 1466-7.
 Conciliation/mediation 1550, 1595.
 Conferences, law uniformity 1534-5.
 Conflict of interest 1452.
 Contracts, sales 1509.
 Court reporters 1548-9.
 Courthouses/court facilities 1552-4.
 Courts 1509.
 Courts, division/small claims 1560.
 Courts, juvenile/family 1447-8, 1565-6.
 Courts, provincial/county/district 1489,
 1509, 1552-3, 1570.
 Courts, supreme/high 1553, 1557.
 Crime victims 1465-6.
 Criminal code 1535, 1557.
 Criminology centre 1444.
 Crown attorneys 1458, 1516-7.
 Data processing/computers 1509, 1623-4.
 Debtors/debts 1497.
 Deeds/land titles 1579, 1581.
 Detention centres, adult 1553-4.
 Disclosure, public/financial 1515.
 Divorces 1486-7, 1565-6.
 Dropouts 670.

Education costs/fees 666-9, 671.
 Education, post-secondary 666-71.
 Evidence 1578.
 Expropriation 1535, 1592-5.
 Federal-provincial co-operation 1578.
 Fraud 1489.
 Government spending 1612.
 Grants-in-lieu 564.
 Hansard 1549.
 Health/safety hazards 166-8.
 Hours of work 669.
 Housing 805.
 Hydro Electric Power Commission 1629-31.
 Hydro power/lines 316.
 Incinerators 164-5, 168, 173-6, 308, 314-7.
 Industries, new 165.
 Judges 1447-8, 1527.
 Judges, juvenile/family court 1559, 1566.
 Judges, provincial/county/district 1448,
 1527, 1550, 1553, 1570.
 Judges, supreme/high court 1448, 1560-1.
 Judicial Council, Ontario 1527.
 Jury fees 1507.
 Jury, grand 1516, 1557.
 Justice, administration of 1441-9, 1504-5,
 1507, 1565-6.
 Land registrars/registration 1509, 1579,
 1581.
 Land subdivision 1581.
 Land use/planning 1576.
 Landfill 309-11, 317-8.
 Landlord/tenant 1576-7.
 Law reform/commission 1445, 1565-6,
 1576-8.
 Law schools/students 1449.
 Law Society of Upper Canada 1459,
 1486-7, 1496.
 Lawyers 260, 1449, 1452, 1459, 1486,
 1516-7, 1529, 1549.

Lawyers' fees/salaries 1486, 1496.
 Leasing 1582.
 Legal aid/clinics 804, 1474, 1485-90,
 1496-8, 1529, 1542.
 Liens 1527, 1529.
 Loans/grants to students 669-72.
 Low-income groups 1487.

 Management personnel 1644-5.
 McRuer commission/report 1447, 1550,
 1557, 1560-1.
 Municipal Board, Ontario 1586-7.

 Offenders, young 1566.
 Ombudsman 805.
 Osgoode Hall 1553.

 Plea bargaining/discussions 1458.
 Police commissions, municipal/regional
 1550.
 Pollution abatement equipment 174.
 Pollution, air 164-8, 174-6, 260.
 Pollution index/monitoring 167-8, 173.
 Pollution, industrial 164-8.
 Pollution, metal/chemical 166-8.
 Pollution, water 175.
 Purchasing, central 1505, 1614.

 Railways 314.
 Recidivists/recidivism 1486.
 Research, waste disposal 308-9, 316.

Sentencing 1570.
 Social/family services 804-5.
 Social workers 1559.
 Statutes of limitation 1581.
 Statutes/regulations, Ontario 1534, 1560.

 Tapes/cassettes 1548-50.
 Task force, Hydro 1629-31.
 Tax exemptions 564.
 Training centres/schools, correctional
 1566.

 Universities/colleges 564, 666-71.
 University students/graduates 669-71.

 Vacations/holidays with pay 1566.

 Wages/salaries 1516.
 Warranties 1577.
 Waste disposal 168, 173-6, 308.
 Waste, industrial 310.
 Waste recycling 168, 175, 311, 313, 315.
 Whiterock Land Development 1582.
 Widows/widowers 1529.
 Wills 1534.
 Witnesses 260, 1557.
 Wives, deserted 1558-9.
 Wright commission/report 666, 669-70,
 1449.

 Zoning/rezoning 173, 1587.

Lewis, Stephen (N.D.P., Scarborough West)

Airport, Pickering 21-4, 26-7.
 Appeals to statutory tribunals 828-9.
 Assistance Plan, Canada 899.

 Bilingual/bicultural 862.

 Canadian Gypsum Co. 45.
 Children's aid societies 860.
 Citizen groups 257-9.
 Colleges of applied arts and technology
 859-60.
 Committee on poverty, senate 894.
 Convictions, summary 258.
 Cost of living 872-3, 876, 891-2.
 Crown attorneys 46.

 Disclosure, public/financial 254.

 Ecologists/ecology 21-3.
 Environmental control 21-4, 26-7.
 Estimates, re the 252.

 Family/welfare benefits 828, 838-9, 872-7,
 890-4, 899-903.
 Fines/penalties 42-6.
 Fluorides/fluoridation 259.

 Health/safety hazards 256-7.
 Housing costs 893-4.

 Industries, relocation of 253.
 Information services, government 20-1.
 Inspectors/inspection, pollution 255.

 Lawyers 261-3.

Lawyers' fees/salaries 45.
 Low-income groups 899.

 Mothers, working 899-901.

 Pilkington Glass Ltd. 254-63.
 Pollution, air 253-60.
 Pollution, industrial 42-6, 253-60.
 Pollution, noise 23, 26, 256.
 Pollution Probe 256.
 Pollution, water 42.
 Publications, government 862, 873-4.

 Review boards, family benefits 828-9, 874.

 Sewerage 23, 26.
 Smokestacks/chimneys 253.
 Social/family services 828-9, 838-9, 845,
 858-61, 872-7, 890-4, 899-903.
 Social planning councils, municipal 872,
 874.
 Social workers 858-62.

 Union Carbide Ltd. 253-4.
 Universities/colleges 859, 861.
 University courses/degrees 859-61.

 Water Resources Commission 23, 45.
 Water/water services 23, 26.
 Welfare administrators/offices 838.
 Welfare recipients 828-9, 838, 873, 892-3,
 899, 903.
 Welfare supplements 866.
 Witnesses 255.
 Women/girls 899.

MacBeth, John P. (P.C., York West)

- Aged/senior citizens 1251.
- Airport, Pickering 25.
- Commissions, royal, re 1462.
- Compensation, crime victims 1465.
- Consolidated revenue fund 1450.
- Crime victims 1465.
- Environmental control 25.
- Fines/penalties 46, 1450.
- Grants, transportation 1244, 1251.
- Grants, unconditional 1251.
- Hansard 1548.
- Immigrants 1481-2.
- Incinerators 222.
- Industries, shutdown 135-6.
- Landfill 317.
- Law Society of Upper Canada 1482.
- Lawyers 16, 1481-2.
- Lawyers' fees/salaries 1481-2.
- Legal aid/clinics 1481-2.
- Low-income groups 1481.
- Municipal Board, Ontario 1587-8.
- Municipal councils 1587-8.
- Noise barriers 1186.
- Plea bargaining/discussions 1455, 1457.
- Pollution control 222.
- Pollution, industrial 46.
- Pollution, noise 16, 25, 1186.
- Recidivists/recidivism 1482.
- Sewage disposal 135.
- Steam 222.
- Tapes/cassettes 1548.
- Waste disposal 222, 317.
- Water diversion/export 63.
- Water Resources Commission 135.
- Workmen's Compensation Board 1482.

MacDonald, Donald C. (N.D.P., York South)

- Appeals from court decisions 164.
- Boats/boating 41.
- Brokers/dealers 1679-80.
- Canadian Gypsum Co. 45-6, 158-60, 164.
- Citizen groups 159, 164.
- Civil service 1108.
- Collective bargaining 1108, 1110-1.
- Community services 783-7, 790, 793, 795-6, 798.
- Dentists/dental services 586.
- Dentists' training 586.
- Doctors 585-6.
- Employment 1118, 1124.
- Fines/penalties 44-6.
- Health care/services 783-7.
- Health centres, community 585-6, 783-4, 786.
- Hours of work 1118, 1120-1, 1124.
- Industries, shutdown 1110.
- Information services, government 159.
- Insurance companies 1707.
- Labour-management relations 1110-1.
- Medical schools/courses 585-6, 795.
- Mining companies 1120, 1134.
- Municipal councils 783.
- Mustard report 585, 784, 787, 795.
- Ombudsman 1145.
- Pipelines, water 59-60.
- Pollution abatement equipment 46, 158.
- Pollution, air 158-60.
- Pollution, Great Lakes system 41.
- Pollution, industrial 45-6, 158-60.
- Pollution Probe 46, 164.
- Pollution, water 41, 146-8.
- Research, economic/social 784-7, 790, 793, 795-6.
- Reservoirs, water 60.
- Securities commissions 1679-80, 1696.
- Securities industry 1680.
- Sewage treatment 60.
- Shareholders/annual meetings 1696.
- Shipping 41.
- Snow removal/disposal 146-8.
- Social/family services 783-7, 790, 793, 795-6, 798.
- Stock exchanges 1679-80.
- Stocks/bonds 1679-80.
- Strikebreakers/strikebreaking 1108, 1111.
- Strikes/lockouts 1108, 1110-1.
- Swadron report 796.
- Unemployment/layoffs 1110, 1118, 1133-4.
- Union dues/fees 1141-2.
- Unions 1118, 1141-2.
- Wages/salaries 1110, 1142.
- Waste disposal 41.
- Water Resources Commission 59.
- Water table 59.
- Water/water services 59-60.
- Welfare, municipal 785.
- Welfare recipients 785.
- Williston report 785.
- Workmen's Compensation Board 787, 795.

MacDonald, J. C. (Project Construction, Environment)

Tendering 80.

Water Resources Commission 80.

MacFarlane, C. J. (Air Quality, Environment)

Aircraft 202.

Airports/airstrips 202.

Appeals to statutory tribunals 228.

Civil servants, environmental 277.

Hydro/nuclear generating stations 235.

Incinerators 175, 218, 220.

Inspectors/inspection, pollution 255, 277.

Mining companies 185-6.

Pollution abatement equipment 158, 185-6.

Pollution, air 158, 185-6, 202, 217-8, 220, 226, 235, 244, 246, 255.

Pollution index/monitoring 189, 235.

Pollution, industrial 235, 274.

Pollution, metal/chemical 211, 275.

Pollution Probe 159.

Research Foundation, Ontario 217, 220.

Research, pollution/pollution control 218.

Smokestacks/chimneys 185-6.

Steam 220.

Sulphur dioxide 185-6, 189.

Waste disposal 220.

Waste recycling 220.

Witnesses 255.

MacNaughton, Hon. Charles (P.C., Huron)

Ambulances/ambulance services 1641-2.

Arbitration/arbitration boards 1642-3.

Cabinet boards 1606-12, 1622-3.

Civil servants 1635-6, 1642.

Civil servants, senior 1635.

Civil service 1635-6, 1642.

Civil Service Association 1636, 1642.

Civil Service Commission 1635, 1646.

Collective bargaining 1642, 1644.

Committee on government productivity 1599, 1603, 1608-10, 1616, 1626.

Committee on public accounts, standing 1606, 1608.

Data processing/computers 1616, 1624-5.

Estimates, re the 1608.

Glassco commission/report 1608-9.

Government organization/reorganization 1608.

Government spending 1604, 1606, 1612, 1622.

Hydro Electric Power Commission 1609.

Management personnel 1635.

Motor vehicles, Ontario government 1613.

Patronage 1636.

Police, provincial 1613.

Purchasing, central 1606-7, 1613.

Purchasing, government 1606.

Retirement 1616.

Strikes/lockouts 1642.

Task force, Hydro 1609.

Wages/salaries 1641, 1643.

Martel, Elie W. (N.D.P., Sudbury East)

Accidents, motor vehicle 1287.

Advertising/publicity 758, 842-3.

Aged, homes for 939-44, 949, 959, 962.

Aged/senior citizens 939-44, 949, 955-6, 962, 987, 1010.

Appeals to statutory tribunals 815-9, 826.

Arbitration/arbitration boards 1100, 1107.

Architects/architecture 987.

Assistance Plan, Canada 765, 899, 922, 995-6, 1024-5.

Building permits 1224-5.

Bypasses 1295, 1298.

Campsites/camping 1230, 1288-9.

Cancer/cancer patients 90.

Chemicals 80.

Child care/welfare 917-8, 969, 985, 987-9, 994-9, 1001-5, 1007-8.

Children, adopted/foster 969-71, 974.

Children, disturbed 987-8.

Children, handicapped 962.

Children, pre-school 995.

Children, retarded 970, 989, 993.

Children, underprivileged 843, 864.

Children's aid societies 770, 833, 917, 969, 979.

Citizen groups 769, 773.

Citizenship 1010-3.

Collective bargaining 1100, 1107.

Committee on poverty, senate 759-62, 765-6, 768, 770, 779, 842-3, 863, 890, 994.

Committee procedures 342, 1002.

Community centres 1010-3.

Community services 787, 792-6, 811-2, 1010-3.

Conferences, pollution 351-2.

Conflict of interest 1451-3.

Construction, highways/roads 1224, 1229, 1295.
 Consultants/consulting services 811.
 Cost of living 865, 868-9, 887-8, 891.
 Cost-sharing programmes 836-7, 995-7.
 Counselling services 771-2, 798, 811. 832-3, 837, 923-6, 931.
 Credit 832, 897, 924-5, 931-2.
 Crown corporations/agencies 768-9.
 Day-care centres 897-8, 911, 994-1010.
 Death rate, adult 90.
 Dentists/dental services 842, 895.
 Denturists/dentures 842, 844, 895.
 Disposable products 353-4.
 Doctors 882-4, 962-4.
 Drugs, medical 765-6, 844, 895-6, 912-4, 963-4.
 Employment 1117.
 Employment, seasonal 1429-31.
 Estimates, re the 1255-6.
 Ethnic groups 995, 999, 1003, 1010-3.
 Expropriation 1223, 1287-90.
 Family/welfare benefits 764, 772, 797, 812-4, 823, 826-7, 829-32, 836, 843, 863-5, 869, 881-5, 887-90, 893, 895-8, 902, 911-2, 917-9, 923, 927, 931, 950.
 Fatalities/deaths 96-7, 1287.
 Federal-provincial agreements 814.
 Fish/fish management 82-5, 151.
 Forest fires 192.
 Gasoline 1671.
 Gasoline dealers/association, retail 1671-2.
 Grants 988.
 Grants, children's aid societies 979, 985.
 Grants, day-care centres 995-8.
 Grants, ethnic services 1010-1.
 Grants, Indian community development 1025.
 Guardians, legal 970-1.
 Handicapped/disabled persons 764, 882-4, 886, 938, 963-4.
 Handicapped, facilities for 962-3.
 Health care/services 772.
 Health/safety hazards 197, 348.
 High-income groups 764.
 Highway rest areas 1430-1.
 Highway/road maintenance 1217-9, 1222, 1229-30, 1300.
 Highway/road surfacing 1222.
 Highways 1287, 1291-5.
 Highways, controlled access 1224-5.
 Highways/roads, northern 1217-9, 1291-5.
 Home social services 811.
 Homemakers' services 897.
 Hours of work 1116-21, 1123.
 Housing 766, 768.
 Housing Corporation, Ontario 773.
 Housing costs 893.
 Housing, public 843.
 Hydro, rural 114.
 Immigrants 1011.
 Income 760.

Income supplement 770-1.
 Indian affairs 1022-5, 1029, 1032-3.
 Indian children 1025-6.
 Indian employment/unemployment 1024-5, 1029.
 Indian people 765, 767, 779, 1023-6, 1029-30, 1032-3.
 Indian reservations/bands 995-8, 1000, 1025-6, 1029.
 Indian schools 1023-4, 1026.
 Indian treaties 1022-3, 1030.
 Indian welfare 765.
 Industries, secondary 851, 938-9.
 Information services, government 818, 1675.
 Interest rates 932.
 Land acquisition/assembly 1223-4, 1287-9.
 Land costs/values 1287-8.
 Landfill 353.
 Landlord/tenant 766, 773.
 Law Society of Upper Canada 1452-3.
 Lawyers 821, 1451-3.
 Legal aid/clinics 766, 821, 967-9.
 Loans/grants to industries 765, 768-9, 779.
 Local initiatives programme 773-4.
 Low-income groups 759-60, 762-7, 863, 868, 888, 890, 899, 994-5, 1001-6.
 Manpower services, provincial 769.
 Maternity leaves 995.
 Mayors and reeves/association 759.
 Minerals/ores 1297-8.
 Mines, abandoned 154.
 Mining companies 85-92, 150, 153, 188-99, 1116-21, 1297-8.
 Mothers, unmarried 995.
 Mothers, working 897-8, 994-6, 1001, 1004.
 Northern affairs officers/offices 761, 769, 783.
 Northern Ontario affairs 925-6, 938, 942-3.
 Nursing care/services 940-2, 959.
 Nursing homes 943.
 OHIP/OHSIP 896.
 Oil companies 1671-2.
 Parks, trailer 1290.
 Pensions 884.
 Pickets/picketing 1103.
 Planning, economic 768-9.
 Pollution, air 84-91, 188-99.
 Pollution index/monitoring 89, 188-99.
 Pollution, industrial 84-91, 150-4.
 Pollution, metal/chemical 82-3, 151-4.
 Pollution, thermal 96-7.
 Pollution, water 96-7, 150-4, 350.
 Poverty 759-68, 863-5, 893.
 Project 500 949-50.
 Provincial-municipal co-operation 836-7, 844.
 Radio-television 1010.
 Railways 353.
 Recreation 1010-2, 1034.
 Regional planning 771.

Rehabilitation/rehabilitative services 938-9.
 Rent supplements/subsidies 843.
 Research, economic/social 787, 794-6, 841-3.
 Research, highways/roads 1299-1300.
 Reservoirs, water 90.
 Retarded, associations for 997.
 Retarded adults 918-9.
 Retarded, homes for 988-9.
 Retarded persons 911, 970-1, 988-9, 997.
 Retraining 770, 896-7.
 Review board, medical 882-3.
 Review boards, family benefits 815-9, 823-4, 826-7, 829.
 Roads, county/township 1229-30.
 Safety, highway 1217-9, 1287.
 Schools, retarded children 970.
 Septic/holding tanks 113-4.
 Sewage disposal 113-4.
 Sewage treatment 80, 97, 154.
 Shelter/fuel allowances 843, 908.
 Smokestacks/chimneys 188.
 Social/family services 757-75, 779, 782, 787, 792-8, 811-6, 818-9, 821, 823-4, 830-3, 835-7, 841-5, 857-8, 860, 863-9, 881-90, 895-9, 911-4, 917-9, 922-8, 931-2, 934, 938-44, 949-50, 959, 962-4, 967-70, 974, 979.
 Social planning councils, municipal 771, 949-50.
 Social workers 793, 830, 833, 857-8, 923.
 Sports/athletics 1010-1, 1033-4, 1037-8.
 Strikebreakers/strikebreaking 1100, 1103.
 Strikes/lockouts 1100, 1103, 1107.
 Subsidies, municipal 80-1.
 Sulphur dioxide 188-90, 194.
 Swadron report 758-9, 762, 764, 768-70, 815-6, 819, 823-4, 897, 928.
 Tax, income 837.
 Teachers, surplus/shortage 860.
 Television, educational 1010.

Tendering 80.
 Tourist operators/outfitters 85.
 Trailers 1292.
 Transit, public/rapid 1243-5.
 Transportation 913-4, 996, 1001, 1004.
 Transportation planning/studies 1301-2.
 Trees, dead/diseased 189.
 Truckers/trucking industry 1267, 1291-2, 1294-5.
 Unemployables 836, 883-4, 886.
 Unemployed 758, 760, 812-3.
 Unemployment insurance/commission 759-60, 773, 812, 814, 863.
 Unemployment/layoffs 1116-21.
 Universities/colleges 857-8.
 Wage, minimum 763, 774, 888, 898-9.
 Wages/salaries 833, 995, 999.
 Waste disposal 80-91, 348-54.
 Waste, industrial 84-91, 96-7.
 Water Resources Commission 82, 86-7, 151.
 Water/water services 80-91, 150-4, 195.
 Waterways 96-7.
 Welfare administrators/offices 770, 797-8, 813-4, 819, 830-1, 835, 837, 842, 844, 897, 924, 959.
 Welfare, municipal 758-60, 771, 773, 813, 836-7, 842, 867, 895.
 Welfare recipients 758-68, 772-4, 779, 814-6, 818-9, 821, 826-7, 829, 842-3, 863-9, 883-4, 895-8, 912-4, 967-8, 1117.
 Welfare supplements 866-7.
 Williston report 989.
 Winter/seasonal works 1429-31.
 Wives, deserted 842, 895, 927-8, 931.
 Women/girls 842, 895-9.
 Workers, mine 80.
 Workers, women 898.
 Working conditions 1116.
 Workmen's compensation 931-2, 934.
 Workmen's Compensation Board 815, 818-9, 931-2, 934, 938-9.
 Workshops, sheltered 938.

McAlister, J. R. (Cemeteries Branch, Consumer and Commercial Relations)

Cemeteries 1712-5.
 Committee on cemeteries, advisory 1712.

Coroners 1714.
 Cremations 1714.

McCullough, J. D. (Capital Support, Colleges and Universities)

Construction, educational facilities 580-1.
 Grants, university 580-1.

Universities/colleges 580-1.

McDonnell, W. R. (Exec. Secretary, Ontario Racing Commission)

Horseracing/racetracks 1774.

Racing Commission, Ontario 1782.

McIlveen, Charles E. (P.C., Oshawa)

Aged, homes for 960-1.
Aged/senior citizens 960-1.
Automobiles, abandoned 306.

Children, handicapped 993.
Children, retarded 993.
Citizenship 1012.
Clinics 788.
Committee procedures 377.
Community centres 1012.
Community services 788.
Commuters/commuter services 1381-3.
Compensation, pollution victims 273-5.
Conservation authorities 20.

Day-care centres 1005, 1008-9.
Doctors 788, 953-4, 960, 1457.
Drug dispensing/distribution 953-4.
Drugs, medical 953-4.

Ethnic groups 1012.

GO-transit service 680-1, 1381-3.
Grants, day-care centres 1008.
Greenbelts 1382.

Halfway houses/drop-in centres 959.
Hospitals/hospital services 146.

Information services, community 954.
Information services, government 20.
Inspectors/inspection, pollution 273.

Lawyers 1483, 1490-1.
Legal aid/clinics 969, 1483, 1490-1, 1497.
Loans/grants to students 680-1.

Motor vehicle exhaust emissions 374.

Nurses, public health 788.
Nursing care/services 960-1.

Pollution, air 273-5.
Pollution, industrial 273-5.
Pollution, water 145, 148.

Quorum 377.

Railway passenger service 1381.
Railways 1381.
Research, water 371.
Road salt 145, 148.

Schools, community use 1012.
Schools, private 681.
Sewage treatment 145.
Snow removal/disposal 145-6, 148.
Social/family services 788, 953-5, 960-1, 969.

Transit, public/rapid 1381.
Transportation costs 680-1, 1381.
Transportation fares 1382-3.

Vocational/trades training 680-1.

Waste, radioactive 146.
Waste recycling 337, 372.
Workmen's Compensation Board 788.

McIntyre, W. J. (Director, Driver Branch, Transportation and Communications)

Aged/senior citizens 1400.

Driver demerit system 1404-5.
Driver examiners/examinations 1400.
Drivers, drinking/impaired 1402-4.

Licences, drivers' 1400, 1402-5.

Parole/parole board 1404.

McKay, H. G. (Employment Service, Labour)

Employment, summer/student 1077.

Junior achievement programme 1077.

McKenzie, L. M. (Athletics Commission)

Athletics commissioner/commission 1034-5.

Indian people 1037.
Indian reservations/bands 1037.

Northern Ontario affairs 1037.

Recreation 1034.

Sports/athletics 1034, 1037-8.

Women/girls 1037.

McKnight, J. E. (Family Benefits, Community and Social Services)

Family/welfare benefits 908-9, 912.

Mothers, working 909.

Shelter/fuel allowances 908-9.

Tax, property 908-9.
Tax relief, residential 908-9.

Women/girls 909.

McNab, A. T. C. (Deputy Minister, Transportation and Communications)

Accidents, motor vehicle 1263-4.

Air carriers, regional 1393.

Air services/aviation 1393.

Airport, Pickering 1281.

Airports/airstrips 1388.

Appraisers/appraisals 1290.

Bridges/overpasses 1276-7.

Bus passenger service 1203.

Buses, school 1253.

Bypasses 1286, 1298.

Committee on transportation, technical 1316.

Commuters/commuter services 1372-6, 1382-3, 1388.

Construction/costs 1299-1300.

Construction equipment/materials 1253-4, 1300, 1321.

Construction, highways/roads 1203, 1221, 1256-7, 1259-60, 1262, 1266, 1282, 1320-2.

Contracts, highway 1262, 1264, 1296, 1300, 1320-1.

Contracts, union 1376.

Drainage 1283.

Employment, seasonal 1430-2.

Expressways/freeways 1260, 1262, 1304.

Expropriation 1262, 1281, 1290.

Fraud 1177.

GO-transit service 1373-4, 1376, 1383, 1388.

Grants, highway/road 1333, 1335.

Grants, per capita 1334.

Grants, unconditional 1250.

Greenbelts 1382.

Highway rest areas 1430.

Highway/road maintenance 1213-5, 1217-8, 1220-2, 1254.

Highway/road surfacing 1203, 1220-2, 1282, 1296, 1299.

Highways 1266-7, 1281.

Highways in the sky programme 1393.

Highways/roads, northern 1218, 1293, 1299, 1322-3.

Housing, rental 1304.

Land acquisition/assembly 1286, 1297, 1302-3, 1332.

Land banks 1302-4.

Land costs/values 1303.

Land, surplus 1302-4.

Minerals/ores 1297-8.

Mining companies 1297.

Motor vehicle exhaust emissions 1204-5.

Motor vehicles, air cushion 1368.

Motor vehicles, Ontario government 1253-4.

Noise barriers 1184-5.

Parking facilities 1171.

Pollution, air 1204-5.

Purchasing, central 1253-4.

Railways 1372-4.

Research, highways/roads 1191, 1299.

Research, noise 1184-5.

Research, pollution/pollution control 1204-5.

Road salt 1215.

Roads, closed 1317.

Roads, county/township 1276-7, 1327.

Roads, development 1321-2.

Roads to resources 1321-3, 1327.

Sand/gravel 1214-5.

Signs/sign pollution 1223.

Squatters 1327.

Street lighting 1335.

Subsidies, public/rapid transit 1243.

Tendering 1300, 1320.

Tolls 1177.

Trailers 1266.

Transit, public/rapid 1243, 1250, 1252-3, 1375-6, 1382-3, 1389.

Transportation costs 1372-3, 1376.

Transportation fares 1243.

Transportation planning/studies 1203, 1243, 1256, 1260, 1301, 1316, 1368, 1372-4, 1388-9.

Tree removal/replacement 1431-2.

Trees, dead/diseased 1431-2.

Truckers/trucking industry 1266.

Union, railway workers 1376.

Winter/seasonal works 1430-2.

McNair, J. (Industrial Safety, Labour)

Accidents, industrial 1082.

Health/safety hazards 1082.

Inspectors/inspection, safety 1082.

Noise levels 1082.

Safety, industrial 1082.

Workmen's Compensation Board 1082.

McNie, Jack (P.C., Hamilton West)

Autonomy, academic 494.

Blind persons 1147.

Bursaries/scholarships 538-41.

Child care/welfare 1006-7, 1009-10.

Children, pre-school 1006-7.

Children, underprivileged 1006.

Colleges of applied arts and technology
438, 493-6, 1007.

Colleges of art 594.

Curriculum 494, 496.

Day-care centres 1006-7, 1009-10.

Education costs/fees 538-41.

Employment, summer/student 1146-7.

Grants, education/academic 438.

Industries, secondary 1060.

Industries, service 1060.

Leisure, use of 1009.

Loans/grants to students 649-51, 661-2.

Low-income groups 650-1, 1006.

Mothers, working 1006-7.

New Canadians 786.

Pensions 1147.

Research 538-40.

Social/family services 786, 935.

Student awards programme 541.

Students 1146-7.

Students, aid to 540.

Students, foreign 540.

Students/graduates, post-secondary 494-6.

Teachers, post-secondary 494-5.

Translators/interpreters 786.

Unions 1060, 1144.

Universities/colleges 410, 538-41.

University faculties/faculty members
538-41.

University students/graduates 538-41.

Wage, minimum 1147.

Wages/salaries 539, 1147.

Workmen's compensation 935.

Workmen's Compensation Board 786.

McOuat, D. F. (Provincial Archivist)

Archivist/archives 740-2.

Historical sites/buildings 741.

Records management programme 741-2.

Research, historical 741-2.

McPhee, R. W. (Asst. Dir., Human Rights Commission)

Citizen groups 1114.

Community programmes 1114.

Discrimination 1114.

Human rights 1114.

Human rights code/commission 1113-4.

McTavish, D. A. (Plant Operations, Environment)

Sewage treatment 156.

Sewerage 156-7.

Waste, industrial 156.

Mills, D. S. (Legal Counsel, O.E.C.A.)

Affidavits 720-5.

Civil servants, senior 721.

Contracts, government 722.

Educational Communications Authority
720-5.

Lawyers 721-5.

Lawyers' fees/salaries 723.

Television, educational 720-5.

Morrow, Donald H. (P.C., Ottawa West)

Accidents, motor vehicle 1261-2.

Basic Income Unit/formula financing 479.

Colleges of applied arts and technology
479.

Community services 787.

Construction, highways/roads 1261-2,
1264.

Contracts, highway 1261-2.

Expressways/freeways 1261-2, 1264.

Expropriation 1262.

Fatalities/deaths 1261.
 Grants, education/academic 403.
 Halfway houses/drop-in centres 957.
 Medical schools/courses 567.
 Mental health/illness 957.
 Nursing homes 951.
 Project 500 950.

Rehabilitation/rehabilitative services 957.
 Safety, highway 1261-2.
 Social/family services 787, 814, 950.
 Students, foreign 505.
 Transportation planning/studies 1264-5.
 Unemployment insurance/commission 814.

Neil, J. H. (Water Quality Branch, Environment)

Dredging 101.

Pollution, water 101.

Newman, B. (L., Windsor-Walkerville)

Accidents, motor vehicle 1728-9.
 Advertising/publicity 410, 1792.
 Aircraft 58.
 Appeals from court decisions 225.
 Apprentices/apprenticeship 612-3, 638.
 Aptitude tests 502.
 Art galleries 736.
 Arts Council, Ontario 738-9.
 Arts/theatre 737-9, 1788-9.

Basic Income Unit/formula financing 512-3.

Betting, offtrack 1786-7.
 Breathalyzer/blood test 1081-2.
 Breweries/distilleries 738.

Censorship, films/videotapes 1787.
 Chemicals 136-7.
 Civil servants 1669.
 Colleges of applied arts and technology 433-6, 483-4, 488, 502-9, 512-4, 567.
 Colleges/schools of nursing 567.
 Committee procedures 479.
 Consumer protection/bureaus 1668.
 Cost of living 1066.
 Credit cards 1669-70.

Data processing/computers 410.
 Degrees, academic 425.
 Development, economic/cultural 737-8.
 Dikes/diking 51.
 Diplomas/certificates 614, 639.
 Doctor/dentist shortage 566.
 Doctors 567.
 Dredging 137.
 Dropouts 614, 633, 638.
 Drug abuse, students/juveniles 991.

Education, adult 435, 614-6.
 Education costs/fees 503.
 Elevators/lifts 1757-8.
 Employment 1064.
 Employment, summer/student 656, 1076-8.

Films 1787-9.
 Franchising 1669.
 Fraud 1745.
 Frontier College 402.

Gambling 1786-7.
 Gas, propane 1759, 1761.
 Gasoline 1670, 1672.
 Gasoline dealers/association, retail 1669-70, 1672.
 Grants, education/academic 401-2, 506, 512-3.
 Grants to horse breeders 1665, 1771, 1775.
 Grants, library 737-8.
 Grants, municipal 47.

Halfway houses/drop-in centres 991.
 Health, industrial 1065.
 Health/safety hazards 224-6, 1081-2, 1759-61.
 Home repair service 1743.
 Horseracing/racetracks 1039, 1665-6, 1771-2, 1775, 1782, 1786.
 Hours of work 1065, 1118, 1122.
 Housing, mobile 1761.
 Housing, student 502-3.
 Human rights code/commission 1116.

Immigrants 634.
 Immigrants, skilled 634-5.
 Incentives, pollution abatement 28.
 Industries, relocation of 1067.
 Industries, shutdown 1607, 1704.
 Information services, government 19.
 Institute for Studies in Education 502.
 International Joint Commission 33-4, 52, 224.

Junior achievement programme 1076-8.

Languages/instruction 634-6, 1075.
 Libraries/librarians 737-8.
 Littering/cleanup 137-8.
 Lotteries 1789-91, 1794.

Medical schools/courses 566-8.
 Minorities/ethnic groups 634-5, 1116.
 Motor vehicle accident claims fund 1728-9.
 Motor vehicle industry 1065.
 Motor vehicle repairs 1743.
 Museums 737-8.

News media/periodicals 1745, 1789-91.

OHIP/OHSIP 636-7.
Oil companies 1669-70.
Oil spillage/leakage 136-7.

Pensions 1067-8.
Pensions commission 1068, 1703-5.
Pensions/pension plans 1703-5, 1724.
Pipelines, oil/gas 1759-60.
Pipelines, waste 50.
Pollution, air 223-6.
Pollution control 19.
Pollution, Great Lakes system 224.
Pollution index/monitoring 223, 225.
Pollution, industrial 19-20.
Pollution Probe 66.
Pollution, water 136-7.
Printers/printing 418.
Publications, government 1075.

Racing Commission, Ontario 1781.
Radio/television 19, 638-9.
Recreation 1039.
Registrar General 1798.
Rehabilitation/rehabilitative services 991.
Research 410.
Research, labour 1064-7, 1071-2.
Retirement 1064-5, 1067-8.
Retraining 506-7, 614-6.

Safety, industrial 1081, 1758-60.
Schools, correspondence 614.
Science Centre, Ontario 737.
Securities commissions 1703.
Sewage treatment 47.
Sewerage 47, 136.
Sports/athletics 434, 1039.
Student awards programme 418, 656.
Students, foreign 503-7, 512.
Students/graduates, medical 567.

Students/graduates, post-secondary 483-4,
488, 503.
Subscriptions, periodical 1791.

Tapes/cassettes 1787.
Tax consultants 1744-5.
Tax, racetracks 1666, 1771-2.
Television repairs 1743.
Trailers 1761.
Translators/interpreters 634.
Transportation 435-6.
Transportation, oil/gasoline 1759.

Unemployed 637.
Unemployment/layoffs 1067.
Union, railway workers 1064.
Unions 1118, 1122.
Universities/colleges 409, 518, 566-8.
Universities/colleges, de-Canadianization
502.

Vocational/trades training 633, 636-8.

Wage, minimum 1065-7.
Wages/salaries 1065, 1781.
Waste disposal 50-2, 136-7.
Waste, industrial 66, 136-7.
Water diversion/export 32-4.
Water/water services 50.
Welfare recipients 636.
Women/girls 513-4.
Workers 1067.
Workers, displaced 1703-5, 1724.
Workers, farm 1072.
Workers, retired 1703-4.
Workers, seasonal/transient 1071-2.
Workers, skilled 634-5.

Youth 1039.

Newman, W. (P.C., Ontario South)

Committee procedures 1362.
Quorum 1362.

Transit, public/rapid 1248.

Nixon, R. F. (L., Brant)

Addiction Research Foundation 1600.
Advertising, fraudulent/misleading 1707.
Advertising/publicity 1674, 1707.
Appeals from statutory tribunals 1677.
Arbitration/arbitration boards 1632-3.
Autonomy, academic 486-7.

Betting, offtrack 1655, 1765.
Brokers/dealers 1676-9.
Building codes 1764.

Cabinet boards 1600-4.
Charters, corporation 1732.
Charters, racing 1776.
Children, disturbed 971-2.
Children's aid societies 791-2.
Civil servants 1633-5.
Civil servants, senior 1633.
Civil service 1632-3.

Civil Service Association 1634-5.
Civil Service Commission 1632-4, 1645-7.
Colleges of applied arts and technology
485-7.
Committee on crime 1733.
Committee on government productivity
1601, 1603-5, 1608.
Committee procedures 1002.
Committee on public accounts, standing
1600-1.
Conflict of interest 1663.
Construction, highways/roads 1284.
Consumer education 1673-4.
Consumer protection/bureaus 1656-7.
Corporation directors 1652-3, 1663.
Crime, organized 1656-7, 1732.
Crown attorneys 1454, 1456.
Curriculum 485.

Data processing/computers 1624-5.
Day-care centres 1003.
Disclosure, public/financial 1653, 1666-7.
Doctors' fees 1654.

Elevators/lifts 1754-7.
Estimates, re the 1599-1601, 1707, 1765.
Expressways/freeways 1277-80.
Expropriation 1278.

Federal-provincial co-operation 1600.
Franchising 1669-70.

Gas, natural 1760-1.
Gas utility companies 1760-1.
Gasoline 1670, 1762.
Gasoline dealers/association, retail
1669-71.
Government organization/reorganization
1633, 1646.
Government spending 1600-3.
Grants to horse breeders 1656, 1765-8,
1775.

Health/safety hazards 1760-2.
Highways 1284.
Horseracing/racetracks 1656, 1765-8,
1775-6.
Hydro Electric Power Commission 1605,
1609.
Hydro/nuclear generating stations 1754.

Indian reservations/bands 1278.
Industries, Canadian owned/controlled
1652-3.
Industries, foreign 1652.
Industries, foreign control/takeover
1652-3, 1663, 1667.
Information services, government 1673-4.
Inspectors/inspection, boiler 1754.
Inspectors/inspection, elevator 1755-7.
Insurance companies 1707.
Insurance costs/premiums 1654-5, 1707.
Insurance, motor vehicle 1654, 1664.
Insurance, superintendent of 1655, 1707.
Interest rates 1710-1.

Land acquisition/assembly 1278.
Law enforcement 1657.
Lawyers, Ontario government 1462-3.
Legal aid/clinics 1454.
Lotteries 1655-6.
Low-income groups 1003.

Management personnel 1633-4.
Mental health centres/clinics 972.
Monopolies/cartels 1654.
Motor vehicle accident claims fund 1729.

Oil companies 1670.

Parking facilities 1280.
Patronage 1634.
Pension Plan, Canada 1710.
Pensions commission 1709.
Pensions/pension plans 1708.
Pensions, portable 1709.
Plea bargaining/discussions 1454-6.
Police, provincial 1613.
Pollution, Great Lakes system 35.
Purchasing, central 1601, 1607.
Purchasing, government 1601.

Racing Commission, Ontario 1776.
Riots, correctional institutions 1454, 1456.

Securities commissions 1660-2, 1676-9.
Securities industry 1653-4.
Shareholders/annual meetings 1667.
Stock exchanges 1676.
Stocks/bonds 1676.
Subsidiaries, foreign 1667.

Task force, Hydro 1604-5, 1609, 1628-9.
Tax, racetracks 1665, 1767-8, 1775.
Tax, security transfer 1653-4.
Teacher-student ratio 485.
Teachers, post-secondary 485-7.
Transit, public/rapid 1280.
Transportation, oil/gasoline 1762.
Trust/loan companies 1710-1.

Wage/price/profit controls 1654.
Wages/salaries 486.
Workers, retired 1708.

Nuttall, W. J. (P.C., Frontenac-Addington)

Civil servants, environmental 278.
Highway/road surfacing 1202.

Research, highways/roads 1202-3.

Omand, D. N. (Ontario Science Centre)

Fairs 703.
Museums 704-5.

Science Centre, Ontario 703-6.
Students, elementary school 704.
Wages/salaries 705.

O'Neill, J. G. (Exec. Dir. Management Services, Management Board)

Committee on government productivity
1623.

Data processing/computers 1623-5.

Parrott, Dr. Harry C. (P.C., Oxford)

- Aged/senior citizens 1400.
- Betting, offtrack 1783.
- Bicycles/bicyclists 1247.
- Bursaries/scholarships 658.
- Bypasses 1285-6.
- Chemicals 370.
- Children, adopted/foster 973.
- Colleges of agriculture 510-1.
- Colleges of applied arts and technology 510-2.
- Committee procedures 249-52, 376-8, 1361-2.
- Community services 795.
- Dentists' training 512.
- Divorces 1495.
- Driver examiners/examinations 1400.
- Education costs/fees 511.
- Estimates, re the 249-52.
- Grants, highway/road 1286.
- Grants to horse breeders 1766-7, 1770.
- Horseracing/racetracks 1766-7, 1770, 1783.
- Information services, government 17-8, 20, 330, 1674-5.
- Landfill 330-2.
- Lawyers 1456-7.
- Lawyers' fees/salaries 1494.
- Legal aid/clinics 1491-5.
- Legislative procedures 376-8.
- Licences, drivers' 1400.
- Licences, motor vehicle 1408.
- Littering/cleanup 329.
- Loans/grants to students 651, 658-61.
- Motor vehicle exhaust emissions 1205.
- Parole/parole board 1404.
- Phosphorus 114-6.
- Plea bargaining/discussions 1456-7.
- Quorum 376-8, 1361-2.
- Research, water 370-1.
- Sewage treatment 115-6.
- Sewerage 115-6.
- Social/family services 795, 845.
- Students/graduates, post-secondary 511.
- Subsidies, municipal 114-6.
- Tax, racetracks 1767, 1783.
- Transportation planning/studies 1256-7.
- Wages/salaries 1409.
- Waste disposal 329-32.
- Water/water services 114-6.
- Witnesses 1493-5.
- Wright commission/report 510.

Paterson, Donald A. (L., Essex South)

- Accidents, industrial 1081.
- Archivist/archives 740.
- Arts Council, Ontario 739.
- Arts/theatre 739.
- Businesses, small 1080-1.
- Chambers of commerce 1668.
- Civil servants 1668.
- Community services 786.
- Consumer protection/bureaus 1668.
- Data processing/computers 1625.
- Farming 1081.
- Grants, museum 732.
- Hours of business 1668.
- Hydro Electric Power Commission 1631.
- Income 692.
- Languages/instruction 1075.
- Libraries/librarians 1075.
- Metric system 1674.
- Museums 732.
- Northern affairs officers/offices 783, 786.
- Publications, government 1075.
- Safety, industrial 1080-1.
- Social/family services 783, 786.
- Task force, Hydro 1631.
- Union certification 1086-7.
- Unions 1086.

Pillgrem, F. J. (Deputy Minister, Consumer and Commercial Relations)

- Advertising/publicity 1673, 1741.
- Betting, offtrack 1784-7.
- Bicycles/bicyclists 1739.
- Civil servants 1668.
- Collection agencies 1718.
- Committee on crime 1733.
- Committee on government productivity 1675.
- Consumer education 1673-5.
- Consumer protection/bureaus 1668.
- Credit cards 1670.
- Credit companies/bureaus 1719.
- Drivers, hit-and-run 1731.
- Elevators/lifts 1756.
- Fraud 1741.

Gambling 1786-7.
 Gasoline 1671-2.
 Gasoline dealers/association, retail 1671-2.
 Grants to horse breeders 1765, 1767.
 Horseracing/racetracks 1666, 1771-2,
 1784-6.
 Information services, government 1673-5.
 Insurance companies 1710.
 Insurance, motor vehicle 1731.
 Land sales 1737, 1740-1.
 Land swindles 1736, 1740-1.
 Licences, motor vehicle mechanics 1739.

Metric system 1674.
 Oil companies 1670, 1672.
 Pensions commission 1764.
 Pensions/pension plans 1764.
 Prospectuses/brochures 1741.
 Racing Commission, Ontario 1781-2.
 Tax, racetracks 1767, 1771-2, 1775.
 Tax, sales 1775, 1787.
 Wages/salaries 1781.

Price, R. (Administrative Services, Colleges and Universities)

Printers/printing 421.

Universities/colleges 421.

Pukacz, E. K. (Exec. Dir., Attorney General)

Auditor, provincial 1506-7.
 Civil Service Commission 1507.
 Contracts, sales 1509.
 Court clerks 1567-8.
 Courts 1504, 1508.
 Courts, criminal 1508-9.
 Courts, provincial/county/district 1509,
 1568.
 Crown attorneys 1512.

Data processing/computers 1508-9.

Jury fees 1506-7.
 Justice, administration of 1504-8.

Land registrars/registration 1509.
 Law reform/commission 1508.
 Law schools/students 1512.
 McRuer commission/report 1568.
 Planning, Programming, Budgeting System
 1507.
 Printers/printing 1505, 1533.
 Purchasing, central 1505.
 Purchasing, government 1505.
 Summonses 1508.
 Wages/salaries 1567.
 Warrants, police 1508.
 Witnesses 1506.

Pulsford, S. D. (Colleges of Applied Arts and Technology)

Colleges of applied arts and technology
 602-3.

Nurses' assistants 602-3.

Rathbun, W. A. (Policy Development, Transportation and Communications)

Communications/communication services
 1197.

Ontario Northland Railway 1197.

Radio/television 1197.

Satellites, space 1197.

Telephone service/commission 1197.

Reid, T. Patrick (L.-Lab., Rainy River)

Colleges of applied arts and technology
 456-60.

Education costs/fees 456.
 Education, post-secondary 458-9.

International Joint Commission 242.

Pollution, air 242-4.
 Pollution index/monitoring 243-4.

Pollution, industrial 242-4.

Schools, secondary 457-9.
 Students/graduates, secondary school
 457-60.

Universities/colleges 456.

Wages/salaries 457.

Renwick, James A. (N.D.P., Riverdale)

- | | |
|-----------------------------------|--|
| Airport, Pickering 24. | Grants, education/academic 400, 402-4. |
| Conservation authorities 24. | Pollution, air 24. |
| Ecologists/ecology 24. | Pollution, noise 24. |
| Environmental control 24. | Wages/salaries 24. |
| Federal-provincial agreements 34. | Water Resources Commission 24. |

Rhodes, John R. (P.C., Sault Ste. Marie)

- | | |
|--------------------------------------|-----------------------------------|
| Accidents, motor vehicle 1265. | Land costs/values 1268. |
| Appraisers/appraisals 1268. | Low-income groups 1003-5. |
| Construction, highways/roads 1251-2. | Roads, municipal/regional 1251-2. |
| Day-care centres 1003-5. | Sewerage 1251-2. |
| Expropriation 1267-8. | Tourists 1265. |
| Highways 1265. | Trailers 1265. |
| Land acquisition/assembly 1267-8. | Truckers/trucking industry 1265. |
| | Welfare recipients 1005. |

Ronan, G. C. (Laboratories Branch, Environment)

- | | |
|---|----------------------|
| Laboratories/laboratory services 366-7. | Water testing 366-7. |
|---|----------------------|

Root, John (P.C., Wellington-Dufferin)

- | | |
|----------------------------|-----------------------------------|
| Committee procedures 1002. | Research, economic/social 799. |
| Community services 798-9. | Social/family services 798-9. |
| Day-care centres 1004. | Workmen's Compensation Board 798. |

Rose, D. W. (Labour-Management Arbitration, Labour)

- Conciliation/mediation 1097.

Roy, Albert J. (L., Ottawa East)

- | | |
|---|--|
| Accidents, motor vehicle 1263-4, 1722, 1729-32. | Disclosure, public/financial 1513-5, 1533. |
| Advertising, fraudulent/misleading 1700, 1741. | Divorces 1487. |
| Advertising/publicity 1741. | Education costs/fees 662-5, 691. |
| Basic Income Unit/formula financing 663. | Employment, summer/student 691. |
| Bilingual/bicultural 1522-3. | Expressways/freeways 1201-2, 1263. |
| Bus passenger service 1202. | Fatalities/deaths 1263-4. |
| Colleges of applied arts and technology 487-8. | Financing education 663. |
| Community services 1485. | Fines/penalties 1508, 1700. |
| Compensation for the innocent 1523. | Fingerprinting 1742. |
| Construction, highways/roads 1263-4. | Fraud 1482, 1736. |
| Corporation directors 1735. | French Canadians 664. |
| Corporations 1734-5. | French language/culture 1441, 1522-3. |
| Courts 1504. | Government organization/reorganization 1437. |
| Courts, appeal 1441. | Grants to horse breeders 1773-4. |
| Courts, provincial/county/district 1438-40. | Guardian, official 1493. |
| Courts, supreme/high 1440-1. | Horseracing/racetracks 1772-5. |
| Crime, organized 1735. | Income 696. |
| Crown attorneys 1438, 1493, 1510-6, 1522. | Insider trading 1700-1. |

Insurance companies 1721-2.
Insurance costs/premiums 1721.
Insurance, motor vehicle 1721-2, 1726-8.

Judges 1519.
Judges, provincial/county/district 1439-40.
Judges, supreme/high court 1440-1.
Juries/jury system 1438.
Jury fees 1438.
Jury, grand 1437-8.
Justice, administration of 1436-41.
Justices of the peace 1439.

Land swindles 1736, 1741.
Languages/instruction 635.
Law reform/commission 1437.
Law schools/students 1512, 1533-4.
Law Society of Upper Canada 1484-5,
1489-90, 1495, 1498.
Lawyers 1437, 1439-40, 1482-5, 1489-91,
1498-9, 1512-5, 1522.
Lawyers' fees/salaries 1439-40, 1482-5,
1496, 1498-9.
Legal aid/clinics 1437, 1439-40, 1482-5,
1489-91, 1493-5, 1498-9.
Licences, drivers' 1727.
Loans/grants to students 652-3, 659, 662-6,
681, 694-5.
Low-income groups 652, 663-4.

McRuer commission/report 1437-41.

Motor vehicle accident claims fund 1721,
1726-32.
Museums 705.

News media/periodicals 1741.

Plea bargaining/discussions 1510, 1515-6.
Privacy, invasion of 1742.
Public prosecutor 1510-1.

Schools, bilingual 492.
Schools, private 681.
Science Centre, Ontario 705.
Securities commissions 1700.
Shareholders/annual meetings 1700,
1734-5.
Statutes/regulations, Ontario 1533-4.
Student awards programme 652-3, 659,
662-5.
Students/graduates, post-secondary 488.
Subways 1202.

Tax, racetracks 1772.
Television repairs 1741-2.
Transportation systems, municipal/
regional 1201-2.

University students/graduates 653-6.

Wages/salaries 1511-2.
Warrants, police 1508.
Witnesses 1438.
Women/girls 1522.
Wright commission/report 662-6.

Royce, E. A. (Chairman, Ontario Securities Commission)

Appeals from statutory tribunals 1677.
Brokers/dealers 1677, 1685-6, 1688-91,
1699.
Bankruptcies 1699.
Corporation directors 1690.
Corporations 1694.
Evidence 1685.
Hearings of tribunals 1685-6, 1688, 1690.
Insider trading 1690-1, 1694.
Investments 1694.

McRuer commission/report 1679, 1685.
Prospectuses/brochures 1694.
Securities commissions 1676-80, 1685-6,
1688-92, 1694, 1702.
Securities industry 1680.
Stock exchanges 1676, 1679-80, 1685-6,
1688-9, 1691.
Stocks/bonds 1676-7, 1679-80, 1685, 1689-90,
1692, 1694.
Takeover bids 1694.
Wages/salaries 1679.

Russell, A. A. (Asst. Dep. Attorney General)

Court reporters 1549.
Courts, provincial/county/district 1552-3.

Judges, provincial/county/district 1549,
1553.
Judges, supreme/high court 1553.

Ruston, Richard F. (L., Essex-Kent)

Accidents, motor vehicle 1215, 1405.
Airports/airstrips 1395-6.
Amalgamation/annexation 1336.
Bridges/overpasses 1331.
Bypasses 1309-10.
Committee procedures 377.
Construction, highways/roads 1282, 1323.

Contracts, union 1058.
Driver demerit system 1404-5.
Driver examiners/examinations 1405.
Expressways/freeways 1331-2.
Highway/road maintenance 1215, 1220,
1331, 1336.

Highway/road surfacing 1220, 1281, 1331.
Hours of work 1058.

Land acquisition/assembly 1281.
Lawyers 1171.
Legislative procedures 377.
Licences, drivers' 1405.
Licences, PCV 1425, 1427.
Loans/grants to students 682.

Municipal Board, Ontario 72.

News media/periodicals 1690.

Parking facilities 1171.
Pipelines, water 375.
Police, provincial 1427.
Polk Company, R. L. 1409.
Pollution, water 72-3.
Privacy, invasion of 1409.

Quorum 377.

Research, pollution/pollution control 375.
Road salt 1215.
Road signs/traffic lights 1212-3.
Roads, county/township 1323-5, 1331.
Roads, development 1323-5.

Safety, highway 1215.
Sewage treatment 72-3.
Student awards programme 679.
Students/graduates, secondary school 679.
Subsidies, public/rapid transit 1331.

Telephone service/commission 1397-8.
Truckers/trucking industry 1331-2,
1425-8.

Vocational/trades training 679.

Waste disposal, farm 375.
Water/water services 375.

Secord, R. E. (Youth and Recreation, Community and Social Services)

Northern Ontario affairs 1035-6.

Recreation 1035-6.

Sports/athletics 1035-6.

Youth 1035-6.

Shaw, D. B. (Operating Engineers, Consumer and Commercial Relations)

Automation/mechanization 1753.

Diplomas/certificates 1753.

Engineers, operating 1753.

Vocational/trades training 1753.

Shoniker, E. J. (Highway Transport Board)

Licences, PCV 1425.

Truckers/trucking industry 1425.

Shulman, Dr. Morton (N.D.P., High Park)

Bankruptcies 1699-1700.
Bicycles/bicyclists 1738-9.
Bonding 1699-1700.
Brokers/dealers 1660-1, 1685-92,
1699-1700.

Cancer/cancer patients 107-8.
Cemeteries 1714-5.
Charters, corporation 1733.
Civil rights 1521.
Collection agencies 1719.
Committee procedures 1129.
Compensation, crime victims 1521.
Compensation for the innocent 1520-1.
Compensation, pollution victims 108-10.
Consumer protection/bureaus 1658, 1738.
Coroners 1714.
Corporation directors 1657-8, 1660-1.
Corporations 1661-2, 1693-4, 1733-4.
Courthouses/court facilities 1544.
Courts 1504.
Courts, juvenile/family 1544-5.
Courts, provincial/county/district 1539.

Courts, supreme/high 1540.
Credit companies/bureaus 1718-9.
Cremations 1714.
Crime, organized 1660-1, 1689, 1702, 1793.
Crown attorneys 1520.

Disclosure, public/financial 1657-8, 1734.

Fishing/hunting camp operators 108-10.
Fishing, sport 108.
Fraud 1661, 1735-6.

Hearings of tribunals 1685-90.

Immigrants 1139-41, 1143, 1738.
Industries, foreign 1657, 1660-1.
Industries, foreign control/takeover 1657-8.
Insider trading 1661, 1691, 1694-8.
Insurance companies 1658-60, 1715-8.
Insurance costs/premiums 1659-60, 1717-8.
Insurance, health, private 1659, 1715-6.
Insurance, life 1716-8.
Insurance, superintendent of 1658-60.
Investments 1692-4.

Judges 1519.
 Judges, provincial/county/district 1539, 1543-4.
 Judges, supreme/high court 1546.
 Justices of the peace 1541, 1543, 1546.
 Land acquisition/assembly 1735.
 Land ownership/leasing, foreign 1735-6.
 Land sales 1735-6.
 Land swindles 1735-6.
 Law schools/students 1540-1.
 Lawyers 1521, 1540-2, 1546.
 Legal aid/clinics 1540-2.
 Licences, motor vehicle mechanics 1739.
 Mafia 1661.
 Marriages 1543-4.
 Mayors and reeves/association 99.
 McRuer commission/report 1686.
 Meat packers 244-9.
 Mining companies 108-9.
 Motor vehicle repairs 1739.
 News media/periodicals 1686-7.
 Police, alleged brutality 1546.
 Police Commission, Ontario 1703.
 Police, municipal/regional 1521-2.
 Pollution, air 244-9.
 Pollution index/monitoring 244.
 Pollution, water 102.

Prospectuses/brochures 1692, 1736.
 Securities commissions 1685-99, 1702-3.
 Securities industry 1658, 1660.
 Sewage disposal 102.
 Sewage treatment 102.
 Shareholders/annual meetings 1658, 1660, 1662, 1695-9, 1734.
 Stock exchanges 1699.
 Stocks/bonds 1660-2, 1688-97.
 Subsidiaries, foreign 1658, 1661.
 Takeover bids 1694-5.
 Tax, security transfer 1658.
 Trust/loan companies 1689.
 Unemployed 1139.
 Union, boilermakers/shipbuilders 1139-42, 1144.
 Union dues/fees 1139-40.
 Union, plasterers 1141, 1143.
 Unions 1129, 1139.
 Unions, international control 1141-2.
 Waste, industrial 104-10.
 Water Resources Commission 102, 108-10.
 Water testing 102, 108-10.
 Water/water services 107-8.
 Witnesses 1540, 1542.
 Wives, deserted 1544.
 Workers, railway 1659.

Silverthorn, O. J. (Theatres Branch, Consumer and Commercial Relations)

Arts/theatre 1787-8.
 Censorship, films/videotapes 1787-8.

Films 1787-8.
 Tax, sales 1787.

Singer, Vernon M. (L., Downsview)

Airports/airstrips 564.
 Appeals from court decisions 270.
 Appeals from statutory tribunals 1585.
 Assessment/reassessment 1591.
 Assessment, universities/CAAT 563-6.
 Auditor, provincial 1506.
 Benchers, law society 1458-9.
 Bilingual/bicultural 1522.
 Bursaries/scholarships 1531-2.
 Commissions, royal, re 1460, 1463, 1550.
 Committee procedures 1503.
 Compensation, crime victims 1463-4, 1468.
 Conciliation/mediation 1592, 1594-5.
 Conflict of interest 1452.
 Convictions, summary 258, 262, 270.
 Court reporters 1547-9.
 Courthouses/court facilities 1551-3.
 Courts 1506.
 Courts, juvenile/family 1545, 1569.
 Courts, provincial/county/district 1458, 1551-3.
 Courts, supreme/high 1575.
 Courts, surrogate 1572.
 Crime victims 1463-4.
 Crown attorneys 1458, 1517-20, 1522-3, 1532, 1556.

Data processing/computers 1545-6.
 Deeds/land titles 1575-7.
 Disclosure, public/financial 1518-9.
 Divorces 1487.
 Dow Chemical Company 295-6, 1527-9.

Expropriation 1591-5.

Fraud 1480.

Grants, children's aid societies 984-5.
 Grants-in-lieu 563-6.
 Guardian, official 1571.

Housing, condominium 1574.

Inspectors/inspection, pollution 271-2.
 Insurance companies 1576.

Judges 1490.
 Judges, provincial/county/district 1550, 1554-5, 1557, 1569-70, 1572, 1589-90.
 Judges, supreme/high court 1547, 1550.
 Judges, surrogate court 1572.
 Jury, grand 1555-7.
 Justice, administration of 1547, 1551, 1555, 1573.

Land Compensation Board 1573, 1583, 1591-2.
 Land registrars/registration 1573, 1579.
 Land, serviced 1575.
 Land subdivision 1575.
 Land use/planning 1583.
 Landfill 303.
 Landlord/tenant 1577.
 Law reform commission 1573, 1580.
 Law schools/students 1517, 1520, 1531-2.
 Law Society of Upper Canada 1452-4, 1458-9.
 Lawyers 1452-3, 1460-1, 1479-81, 1490, 1518-20, 1549.
 Lawyers' fees/salaries 1461, 1477, 1480, 1495-6, 1579.
 Lawyers, Ontario government 1461, 1530-1.
 Legal aid/clinics 1464, 1476, 1479-81, 1492, 1495, 1499, 1556-7.
 Legislative procedures 1531-2.
 Liens 1574.
 Municipal Board, Ontario 1582-5, 1588-91.
 Municipal councils 1588.
 Ombudsman 1480.
 Pilkington Glass Ltd. 258, 269-72.
 Plea bargaining/discussions 1455-6, 1458.
 Police commissions, municipal/regional 1557, 1584.
 Police/court records 1547.

Pollution, air 227, 270-2.
 Pollution, industrial 270-2.
 Pollution, metal/chemical 295-6.
 Pollution, water 295-6, 1529.
 Public trustee 1571-2.
 Queen's counsel 1519.
 Radio/television 1584.
 Regional government 1588.
 Review boards/courts, assessment 1590-1.
 Sentencing 1570.
 Sewage disposal 227.
 Social workers 1569.
 Statutes of limitation 1580-1.
 Statutes/regulations, Ontario 1531-2.
 Sunday observance 1580.
 Tax exemptions 563.
 Transit, public/rapid 1584.
 Universities/colleges 563-6.
 Wages/salaries 229, 1519, 1532.
 Waste disposal 295-300, 303.
 Whiterock Land Development 1574-6.
 Wills 1571-2.
 Witnesses 262, 271, 1494.
 Wives, deserted 1545-6.
 Zoning/rezoning 1583.

Sisco, N. A. (Colleges of Applied Arts and Technology)

Apprentices/apprenticeship 508.
 Arbitration/arbitration boards 470, 486.
 Civil Service Association 469, 746.
 Collective bargaining 469, 485, 746.
 Colleges of applied arts and technology 434, 459, 469-70, 482-6, 489, 495, 505, 508, 746.
 Committee on government productivity 490.
 Data processing/computers 482.
 Dropouts 482-3.
 Education costs/fees 505.
 Education, post-secondary 508.
 Grievances/grievance procedures 470.

Research 470.
 Retraining 489.
 Schools, bilingual 492.
 Student awards programme 486.
 Students, foreign 505.
 Students/graduates, post-secondary 459, 482-5, 489, 495.
 Teacher-student ratio 489.
 Teachers, CAAT 746.
 Teachers, post-secondary 470, 485-6.
 Vacations/holidays with pay 486.
 Vocational/trades training 508.
 Wages/salaries 485, 746.

Smith, M. S. (Legal Services, Environment)

Appeals from court decisions 270.
 Inspectors/inspection, pollution 270-1.
 Lawyers 269.

Pilkington Glass Ltd. 269-71.
 Pollution, air 270-1.
 Pollution, industrial 270-1.

Smith, Richard S. (L., Nipissing)

Aged, homes for 941, 943, 951-4, 960-1, 964-6.
 Aged/senior citizens 752, 756, 941, 961.
 Appeals to statutory tribunals 818-20.
 Assistance Plan, Canada 902, 920-2.

Athletics commissioner/commission 1038-9.
 Autonomy, academic 491.
 Chambers of commerce 1194, 1196.
 Child care/welfare 976-9, 983-8, 992-3.

- Children, adopted/foster 976-8.
- Children, disturbed 988.
- Children, handicapped 756.
- Children, retarded 992-3.
- Children's aid societies 976-9, 983-7.
- Colleges of applied arts and technology 489-93, 852, 854-5, 859.
- Colleges/schools of nursing 489-91.
- Committee on poverty, senate 753-4.
- Committee procedures 479-80.
- Conferences, constitutional 753, 802.
- Conferences, federal-provincial 753, 802.
- Constitution 753.
- Cost of living 752, 804, 870, 891.
- Cost-sharing programmes 838, 920-3.
- Counselling services 834, 852, 925.
- Counsellors 936-7.

- Day-care centres 757, 1003-4.
- Doctors 882, 884-5, 953-4, 960.
- Drug costs 952.
- Drug dispensing/distribution 952-4.
- Drugs, medical 913, 952-4.

- Education, post-secondary 491.
- Employment 851.

- Family/welfare benefits 752, 803-4, 823-4, 837-8, 841, 865-6, 869-71, 885, 903-5, 913, 920-1, 932-3, 935-6.
- Federal-provincial affairs 753, 755, 802.
- Federal-provincial co-operation 920-3.
- Foster parents/homes 976.

- Government organization/reorganization 923.
- Grants, children's aid societies 976-9, 983-5.
- Grants, children's institutions 991-3.
- Grants, citizen groups 964-7.
- Grants, day-care centres 757.

- Halfway houses/drop-in centres 958-9.
- Handicapped/disabled persons 881-2, 884-5, 936-7.
- Health/safety hazards 180.
- Hospitals, psychiatric/mental 936, 959.
- Housing Corporation, Ontario 965-7.
- Housing, public 866.
- Housing, rental 870.

- Income, guaranteed 752-5, 802, 851.
- Income supplement 752, 756, 802-4, 851, 869.
- Indian affairs 1021-3, 1031-2.
- Indian community development 1021.
- Indian councils 1032.
- Indian education/students 1023.
- Indian health 1021.
- Indian hospitals/hospital services 1021.
- Indian people 1021-3, 1031-2.
- Indian schools 1022-3.
- Industries, secondary 851.
- Interprovincial affairs 753, 933.

- Legal aid/clinics 820.
- Low-income groups 752-5, 803-4, 840, 851, 898, 902, 1003-4.

- Mayors and reeves/association 905.
- Mining companies 179-86.

- Nursing care/services 941, 943, 951-2, 960-1.
- Nursing homes 943.

- Offenders, young 920-3.
- OHIP/OHSIP 903.
- Ontario Northland Railway 1194-6.
- Ontario Northland Transportation Commission 1195-6.

- Pension Plan, Canada 919-20.
- Pensions 881-2.
- Pensions, old-age 802, 869.
- Pollution abatement equipment 179-86.
- Pollution, air 179-86.
- Pollution index/monitoring 192.
- Pollution, industrial 179-86.
- Provincial-municipal co-operation 838, 867.
- Publications, government 757, 885.

- Rehabilitation/rehabilitative services 757, 904, 935-7.
- Rent supplements/subsidies 844.
- Research, economic/social 840-1, 851.
- Review board, medical 882, 884.
- Review boards, family benefits 818-20, 824, 829-30.

- Schools, bilingual 491-3.
- Senior citizens' clubs/centres 964-7.
- Shelter/fuel allowances 844, 870.
- Smokestacks/chimneys 179-86.
- Social/family services 752-7, 802-4, 818-21, 824, 834, 837-8, 840-1, 844, 851-2, 854-5, 859-60, 865-7, 869-71, 881-2, 844-5, 902-5, 919-22, 932-3, 935-7, 941, 943, 951-4, 958-61, 964-7, 976-9.
- Social workers 852, 854-6, 859-61, 985-7.
- Sports/athletics 1038-9.
- Sulphur dioxide 179-86.

- Task force, employment opportunities for welfare recipients 903, 905.
- Tax, income 903.
- Tax relief, residential 866.
- Teachers' colleges 489-91.
- Tourist industry 180.
- Training centres/schools, correctional 920, 923.
- Transportation planning/studies 1194-5.

- Unemployables 803-4, 882, 885, 903.
- Universities/colleges 852, 854-5.
- University courses/degrees 852, 854-5, 859-60.

- Wage assignments 929.
- Wages/salaries 985-6.
- Welfare administrators/offices 834, 837-8, 936.
- Welfare, municipal 755-6, 837-8, 904-5.
- Welfare recipients 818-20, 824, 870-1, 881-2, 903-5.
- Welfare supplements 866-7.
- Widows/widowers 919-20.
- Wives, deserted 932-3, 935.
- Workshops, sheltered 756-7.
- Wright commission/report 489.

Smith, W. L. (Pesticides Control, Environment)

Pest control/services 357-8.

Pesticides/herbicides 357-8, 363-4.

Spence, J. P. (L., Kent)

Appeals to statutory tribunals 823.

Construction, highways/roads 1328-9.

Family/welfare benefits 926-7, 935.

Grants, highway/road 1232, 1328.

Handicapped/disabled persons 823.

Highway/road maintenance 1216, 1229, 1323, 1328.

Highway/road surfacing 1328.

Mothers, working 909.

Parking facilities 1171.

Regional/district municipalities 1335.

Research, labour 1071.

Review boards, family benefits 823.

Roads, county/township 1232, 1281, 1324, 1328-9, 1335.

Roads, development 1228-9, 1324.

Sand/gravel 1216.

Social/family services 823, 909, 926-8, 935.

Transportation planning/studies 1281, 1328.

Unemployment/layoffs 1071.

Wives, deserted 926-8, 935.

Women/girls 909.

Workers, farm 1071.

Workers, seasonal/transient 1071.

Spence, J. W. (Family Services, Community and Social Services)

Counselling services 924.

Social/family services 924.

Stapleford, E. (Day Nurseries, Community and Social Services)

Day-care centres 1008.

Stokes, Jack E. (N.D.P., Thunder Bay)

Accidents, motor vehicle 1187-91, 1209-12.

Aged, homes for 942, 944.

Aged/senior citizens 942-3.

Air carriers, regional 1364-7, 1393-5.

Air services/aviation 1364-7, 1393-5.

Airports/airstrips 1363-7, 1393-5.

Appeals from statutory tribunals 933.

Athletics commissioner/commission 1034-5.

Bicycles/bicyclists 1247.

Bus passenger service 1414.

Buses, school 1211-3.

Civil servants 1170, 1172.

Communications/communication services 1168-9, 1196-8, 1365.

Community centres 1017.

Compensation, crime victims 1467-8.

Construction equipment/materials 1253-4.

Construction, highways/roads 1209-11, 1284, 1321-2.

Contracts, highway 1211, 1322-3.

Counselling services 1018.

Crime victims 1467-8.

Doctors 1022.

Driver examiners/examinations 1401-2.

Engineers, municipal 1326-7.

Expropriation 1171-2.

Fishing, commercial 1395.

Freight/trucking rates 1168-9, 1364-7, 1394-5.

GO-transit service 1168.

Grants, Indian community development 1017, 1026.

Health care/services 1022.

Highway/road maintenance 1209-14, 1218, 1231, 1321, 1326-7.

Highway/road surfacing 1198.

Highways in the sky programme 1168, 1364-7, 1393-4.

Highways/roads, northern 1168, 1189-90, 1209-11, 1285, 1322.

Hunting/trapping 1326.

Indian affairs 1017-22, 1026-7, 1031-3.

Indian community development 1017-8, 1026.

Indian culture/history 1019.

Indian employment/unemployment 1027.

Indian friendship/youth centres 1017-9.

Indian health 1022.

Indian hospitals/hospital services 1022.
 Indian housing 1019.
 Indian people 1017-22, 1026-7, 1031-3.
 Indian reservations/bands 1018, 1022.
 Indian treaties 1021.
 Industries, secondary 1026-7.
 Inspectors/inspection, motor vehicles 1414.
 International Joint Commission 143.
 Lawyers 1171.
 Legal aid/clinics 933.
 Licences, drivers' 1401-2, 1404.
 Licences, motor vehicle 1405-7.
 Logging/lumbering 1026, 1322, 1326.
 Motor vehicle accident claims fund 1404.
 Motor vehicles, all-terrain 1168.
 Motor vehicles, Ontario government 1253-4.
 Northern Ontario affairs 1034, 1168-9.
 Ontario Northland Railway 1168.
 Pollution control 143.
 Pollution, Great Lakes system 143-4.
 Pollution, industrial 143.
 Pulp and paper 143, 1026-7, 1322.
 Purchasing, central 1253.
 Radio/television 1196-8.
 Railway passenger service 1168.
 Railways 1373.
 Recreation 1034-5.
 Rehabilitation/rehabilitative services 937.
 Research, highways/roads 1189.
 Road salt 1189, 1213.
 Roads boards 1326-7.
 Roads, county/township 1231, 1326-7.

Roads, development 1321.
 Roads to resources 1209-12, 1321-2, 1325.
 Safety, highway 1189-91, 1209-12.
 Sand/gravel 1214.
 Satellites, space 1196-7.
 Signs/sign pollution 1223.
 Social/family services 933-4, 937-8.
 Social workers 1018-9.
 Speed limits 1285.
 Sports/athletics 1034-5.
 Squatters 1327.
 Subsidies, air transport 1364-5.
 Subsidies, railway 1379.
 Surveys, water 144.
 Telephone service/commission 1196.
 Tires 1187-92.
 Tourist industry 1026.
 Transportation 1167-9, 1197.
 Transportation costs 1168-9, 1191, 1364-7, 1394.
 Transportation fares 1364-7.
 Transportation planning/studies 1168, 1205, 1395.
 Wages/salaries 1172.
 Waste, industrial 143.
 Water diversion/export 144.
 Water Resources Commission 143-4.
 Water resources, northern 144.
 Welfare programmes 1021.
 Widows/widowers 1467.
 Wives, deserted 933-4.
 Workmen's Compensation Board 937.
 Youth 1034.

Styrmo, V. N. (Historical and Museums, Colleges and Universities)

Grants, museum 732.

Museums 732.

Szego, P. (Indian Community, Community and Social Services)

Indian affairs 1027-9.
 Indian arts/crafts 1027.
 Indian councils 1028-9.
 Indian employment/unemployment 1027.

Indian people 1027-9.
 Indian reservations/bands 1028.
 Welfare programmes 1029.

Tempelmeyer, K. E. (Air Quality, Environment)

Pollution, noise 200, 204.

Thompson, M. A. (Dep. Supt. Insurance, Consumer and Commercial Relations)

Accidents, motor vehicle 1722.
 Chiropractors/osteopaths 1706.
 Insurance companies 1706, 1715-6, 1722.
 Insurance costs/premiums 1715.

Insurance, health, private 1715.
 Insurance, life 1716.
 Insurance, motor vehicle 1706, 1722.
 OHIP/OHSIP 1706.

Turner, S. D. (Commercial Registration, Consumer and Commercial Relations)

Home repair service 1744.

Real estate brokers/salesmen 1737-8.

Land swindles 1736.

Television repairs 1742.

Voegelé, F. A. (Research Division, Environment)

Chemicals 64.

Phosphates 371.

Detergents 64.

Research, water 371.

Hazardous products 64.

Sewage disposal 140.
Sewage treatment 371.

Laboratories/laboratory services 366.

Water testing 366.

Walker, Gordon W. (P.C., London North)

Accidents, motor vehicle 1215.

Road salt 1214-5.

Highway/road maintenance 1214-5.

Tires 1187, 1215.

Walker, H. H. (Deputy Minister, Colleges and Universities)

Education, post-secondary 416.

Research, academic 416.

Grants, education/academic 403.

Student awards programme 418.

Printers/printing 418-9.

Universities/colleges 415.

Walkinshaw, W. M. (Sewage Disposal, Environment)

Cottagers/cottages 120.

Septic/holding tanks 118-9.

Medical officers of health 118-9.

Wallace, F. C. (Ontario Racing Commission)

Betting, offtrack 1785.

Horseracing/racetracks 1781-2, 1785-6.

Charters, racing 1776-7.

Parimutuels 1785.

Fairs 1785-6.

Racing Commission, Ontario 1769-70, 1776,
1781-2, 1785.

Grants to horse breeders 1769-70.

Wages/salaries 1781-2.

Watt, A. K. (Water Resources, Environment)

Chemicals 65.

Pollution, Great Lakes system 138.

Compensation, pollution victims 157.

Pollution, water 146.

Detergents 65.

Snow removal/disposal 145-6.

Dredging 138.

Surveys, water 144-5.

Federal-provincial co-operation 32.

Hazardous products 65.

Water diversion/export 32, 144-5.

International Joint Commission 33.

Water levels 32-4.

Water/water services 32-3.

Willems, H. (Rehabilitation Division, Community and Social Services)

Colleges of applied arts and technology
858-9, 861.

Social/family services 858-9, 861.

Social workers 858-9, 861.

Universities/colleges 858-9, 861-2.

University courses/degrees 861.

Williams, Dr. C. J. (Municipal Welfare, Community and Social Services)

Family/welfare benefits 871.

Retarded adults 919.

Social/family services 905, 919.

Welfare administrators/offices 905.

Welfare, municipal 905.

Williamson, W. (Waste Management, Environment)

Bottles, returnable/non-returnable 294.

Glasphalt 337-8.

Pollution, water 335, 341.

Research, waste disposal 337.

Waste disposal 301, 337, 341, 348.

Waste recycling 335, 337.

Water testing 341.

Wilmot, C. R. (Dir. Municipal Branch, Transportation and Communications)

Assessment equalization 1324.

Bridges/overpasses 1225-8, 1275-6.

Construction, highways/roads 1324.

Engineers, municipal 1329.

Grants, highway/road 1286-7, 1328-9.

Highway/road maintenance 1229.

Regional/district municipalities 1335.

Roads, county/township 1275-6, 1324,
1328-9.

Roads, development 1225-8, 1324.

Roads, municipal/regional 1252.

Roads to resources 1325.

Safety, highway 1275-6.

Transit, public/rapid 1246.

Winkler, Hon. Eric A. (P.C., Grey South)

Bankruptcies 1700.

Betting, offtrack 1784.

Building codes 1764.

Charters, corporation 1733.

Charters, racing 1776.

Committee on crime 1733.

Consumer protection/bureaus 1666.

Corporation directors 1662-3.

Corporations 1695.

Credit companies/bureaus 1719.

Cremations 1714.

Crime, organized 1666.

Disclosure, public/financial 1667.

Elevators/lifts 1756.

Films 1787.

Fingerprinting 1743.

Franchising 1669.

Fraud 1745.

Gas, propane 1759.

Gasoline 1670-1.

Gasoline dealers/association, retail 1671.

Grants to horse breeders 1665, 1765-7,
1774-5.

Horseracing/racetracks 1665-6, 1767,
1771-2, 1774-5, 1784, 1796.

Hours of business 1668.

Industries, foreign 1662.

Industries, foreign control/takeover 1162-4.

Information services, government 1674.

Insider trading 1695, 1698.

Inspectors/inspection, boiler 1754.

Insurance companies 1664, 1666, 1708,
1719-20.

Insurance costs/premiums 1664.

Insurance, life 1717-8.

Insurance, motor vehicle 1664, 1721.

Insurance, superintendent of 1708.

Land sales 1736.

Land swindles 1736.

Lotteries 1664-5, 1789.

Oil companies 1671.

Parimutuels 1782.
Pensions commission 1764.
Pensions/pension plans 1703.
Privacy, invasion of 1743.

Racing Commission, Ontario 1665.
Real estate brokers/salesmen 1738.
Registrar General 1798.

Securities commissions 1666, 1695-6, 1703.

Shareholders/annual meetings 1698.
Stocks/bonds 1695.
Subsidiaries, foreign 1667.

Takeover bids 1695.
Tapes/cassettes 1787.
Tax consultants 1745.
Tax, racetracks 1665, 1772.
Tax, security transfer 1664.
Television repairs 1742-3.

Worton, Harry (L., Wellington South)

Court clerks 1567-8.
Courts, division/small claims 1567-8.

Judges, provincial/county/district 1543.

Marriages 1543.

Wages/salaries 1567-8.

Yoneyama, H. Y. (Technical Standards, Consumer and Commercial Relations)

Diplomas/certificates 1751-2.

Engineers, operating 1751-2.

Gas, natural 1761.
Gas, propane 1759.
Gas utility companies 1761.

Hydro/nuclear generating stations 1754.
Inspectors/inspection, boiler 1754.
Safety, industrial 1759.
Training, block/modular 1751-2.
Vocational/trades training 1751-2.

Young, Fred (N.D.P., Yorkview)

Accidents, motor vehicle 1411.
Advertising/publicity 1424.
Aircraft, STOL 1165.
Airport, Pickering 1280.
Airports/airstrips 1388.

Breathalyzer/blood test 1403.
Bridges/overpasses 1177.
Bus passenger service 1164-5, 1203.
Buses, school 1413-4.

Children, retarded 909-10.
Collective bargaining 1059.
Committee on transportation, technical
1278-9, 1281, 1312-5.
Commuters/commuter services 1164-6, 1203,
1387-8.
Conservation areas 1279.
Construction, highways/roads 1277.

Disclosure, public/financial 1060.
Drivers, drinking/impaired 1403.

Expressways/freeways 1162-5, 1277, 1313-5.
Expropriation 1164, 1280.

Freight/trucking rates 1421-2.

GO-transit service 1163-4, 1203, 1387-9.
Grants, unconditional 1250.

Highways 1280.

Income 1059.
Indian reservations/bands 1278.
Inspectors/inspection, motor vehicles
1411-3, 1424-5.

Land acquisition/assembly 1387-9.
Land costs/values 1302.
Lawyers 1172.
Leasing vehicles, illegal 1421-4.
Licence plates 1421, 1423.
Licences, PCV 1421-4.

Motor vehicle exhaust emissions 176-9,
1203-5.
Motor vehicle industry 177-9.
Motor vehicles 1165.

Noise barriers 1180.

Parking facilities 1164.
Pollution abatement equipment 176-9.
Pollution, air 176-9, 1203-5.

Railway passenger service 1165.
Railways 1387.
Regional government 1250.
Research Council, National 179.
Research, labour 1059-60.
Research, pollution/pollution control 177-9,
1204-5.
Retarded persons 909-10.

Safety, motor vehicle 1411-4, 1424-5.
Snowmobiles 1401.
Social/family services 909-10.
Strikes/lockouts 1059.
Subways 1199-200.

Tolls 1177.
Transit, public/rapid 1163-5, 1199-200.
Transportation 1162-5.

Transportation planning/studies 1165,
1199-200, 1287-9, 1281, 1312-5, 1388.
Transportation systems, municipal/regional
1200.

Truckers/trucking industry 1421-4.

Wages/salaries 1059-60.
Williston report 910.

Young, J. K. (Asst. Dep. Min., Consumer and Commercial Relations)

Charters, corporation 1732, 1734.
Charters, social club 1732.
Corporations 1734.

Disclosure, public/financial 1667, 1734.

Shareholders/annual meetings 1734-5.



BINDING SECT. NOV 30 1973

Government
Publications



3 1761 1146610 0